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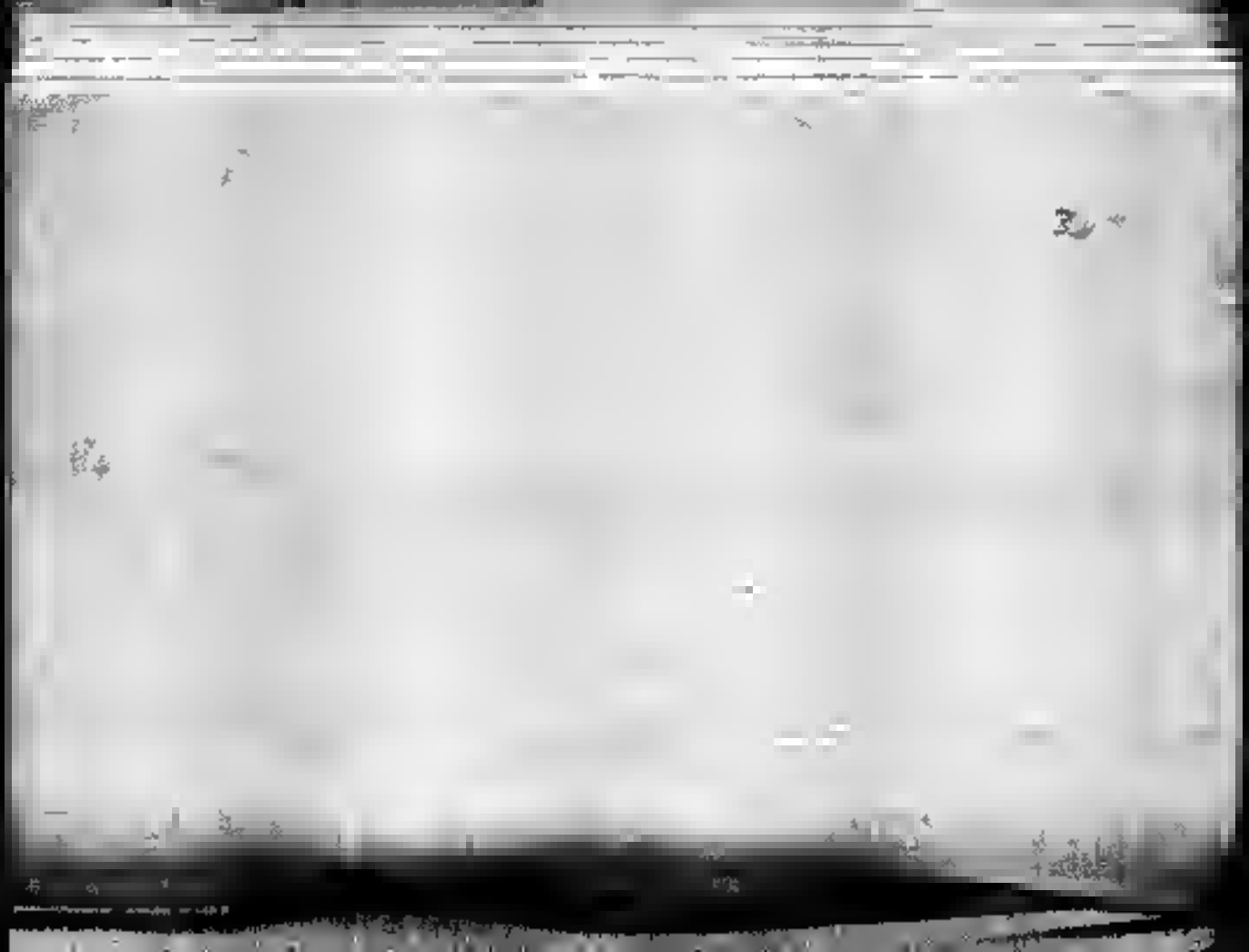

The Thunder Bay Historical Society

Ninth Annual Report

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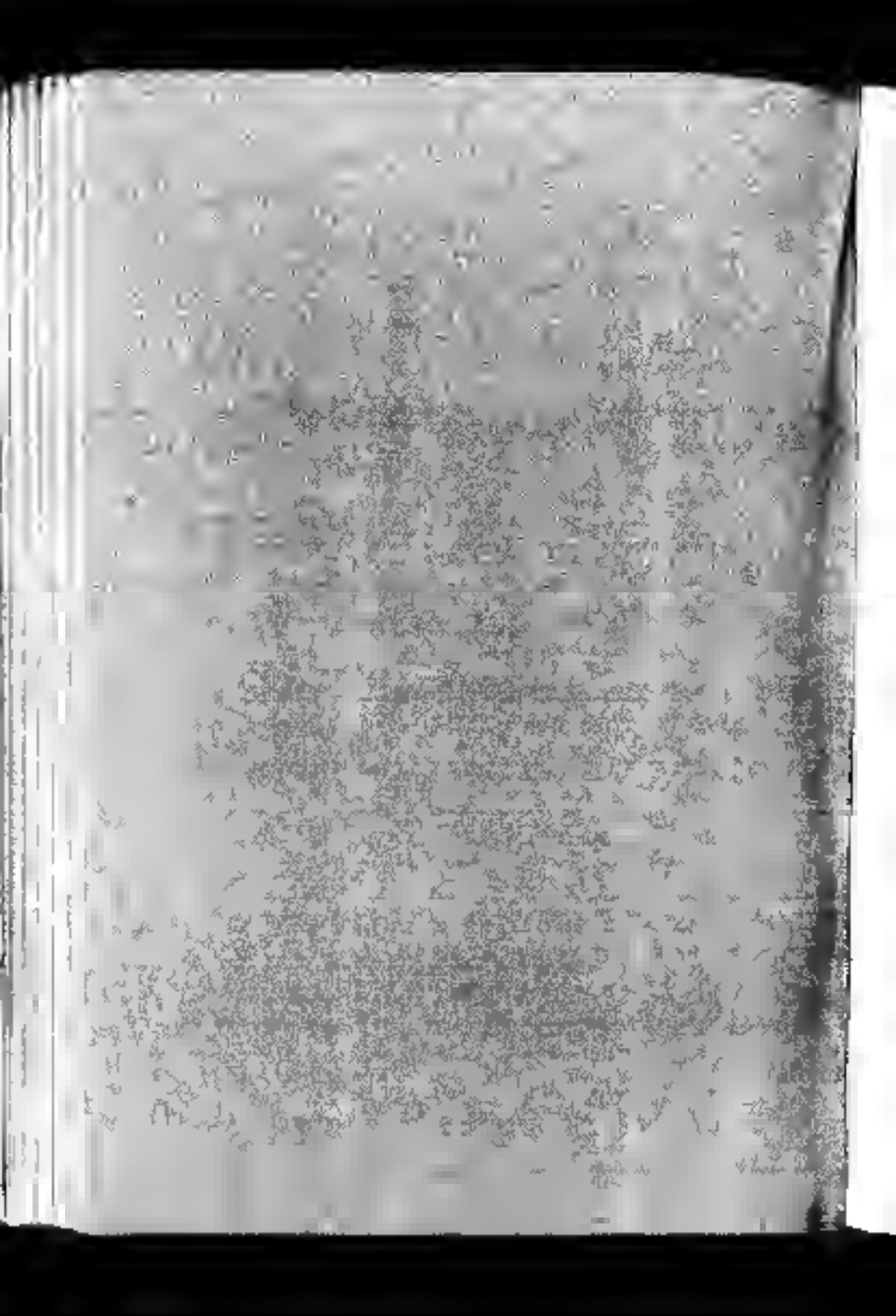

The Thunder Bay Historical Society

NINTH ANNUAL REPORT

Papers of 1918

The Thunder Bay Historical Society

Officers

Honorary Patron	Mayor H. Murphy
President	Mr. Peter McKellar, F.C.S.
1st Vice-President	Mr. A. L. Russell, D.L.S.
Secretary-Treasurer	Miss J. L. Black

Executive Committee

Miss Dobie	Dr. E. B. Oliver
Mrs. Jno. King	Mr. F. C. Perry

Auditors

Mrs. G. A. Graham	Mrs. F. C. Perry

Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

MR. PETER McMILLAN

Ladies and Gentlemen and fellow members:

I am pleased that I can, in this, the tenth annual meeting of our Society, record that the world war is ended, and with it, the fearful slaughter of life that has been incessant during the last four years. Autocracy has been destroyed and buried deep, we hope for all time. Christianity and freedom have won the greatest and most glorious human victory that has been recorded in history.

In the meantime, Joy and Grief go hand in hand together. Grief for the loss of the brave men and women who have suffered and died to save us and the coming generations from slavery. And Joy that we have been favored by the hand of God to win the great War.

I might mention that the November meeting was held over until December on account of the outbreak of Influenza.

It is strange, but true, the great murderous world war ended in the midst of an unknown and unaccountable deadly plague the Spanish Influenza, and it appears to have invaded all nations [illegible] like the "La Grippe," with its [illegible] complications, and often terminates in death very suddenly. Doctors and nurses were comparatively scarce so that unrivalled workers had to be brought into requisition and bravely responded. Schools and public places in general were used for wards. In some families only orphan children were left the "Flu" so that the sufferer was pitiful. This locality Thunder Bay suffered much like other places but it seemed to be more severe in Winnipeg. I may mention a few outside reports to show general conditions in other places.

"The Toronto Globe, Dec. 16th, reports 6,000 deaths in the Samoa Islands out of a population of 15,000. Samoa is situated south of the Equator in the South Pacific Ocean.

"Toronto, Jan. 3. During the last three months influenza and pneumonia took a toll of 7,358 lives in the province of Ontario. In October the death rate was the highest, 4,104 persons succumbing to the malady. In November the number fell to 2,502, while last month there was a further decrease to 1,552.

"The continued prevalence in some localities would indicate a recurrence of the epidemic," says the monthly report of the provincial board of health, which was issued today. The cities and towns reporting the greatest number of deaths, including some late returns for November, are as follows:

"Toronto 336, Hamilton 187, London 24, Sault Ste. Marie 23, Ottawa 15, Windsor 11, Kingston 13, St. Catharines 30, Peterboro 23, Port Arthur 38, Port William 30, Niagara Falls 31, Guelph 27, Welland 21, Harris 21, Sudbury 77, Kitchener 12, Wallaceburg 45, Uxbridge 19, Napanee 15, Midland 12, Collingwood 12, Fort Frances 15, Rainy River 8, Dunnville 11, Dundas 6, Kenora 9, Trenton 8 and Pembroke 8.

"The statistics are compiled from the returns of the undertakers.

At the Medical Convention last month in Ottawa [illegible] as to the value of inoculation for influenza as the nature of the influenza germ. It is to be hoped that science will have discovered the antidote for the "Flu" poison before a possible recurrence of the plague.

SHIPBUILDING

Two [illegible] wooden steamers the "War Sioux" and the "War Nipigon" were built and launched into the Kaministiquia River this summer, and large crowds of people witnessed the christenings. These boats were built by the Great Lakes Dredging company and were the first large boats built in Fort William.

Again, during the summer 1918, there have been built twelve fine steel minesweepers (mine sweepers) for the French government by the Canadian Car & Foundry Co. in Fort William

They were all finished and launched before the end of November and is reported to be a record-breaker in fast boat building

I may mention the sad story of two of these boats the Intrepid and the Cockatoo that were lost with their precious French marines, numbering about 73 souls All were lost. They left Fort William, on the 23rd of November rejoicing in their expectation of soon reaching their homes far away but alas they met their doom in the stormy waves of Lake Superior. One of the saddest events recorded in the history of the Great Lakes.

PREHISTORIC RELICS

I may mention the discovery made in the valley of the Kaministiquia river last May of prehistoric relics of bones and copper instruments. I being the President of the Thunder Bay Historical Society investigated the matter The relics were discovered in a deep excavation that was being made by the Canadian Car & Foundry Company for mending the steel boats (piles sweepers) that were being built to the French government The relics were found at a depth of 40 feet below the surface in a stratum of clay sand and all about 32 feet north of the Kaministiquia turning basin and about 10 feet below the surface of the River The indications pointed it to be of historical value. The discoverers kindly agreed to let me place the samples on exhibition in the Public Library and get a scientific report made of them. The Librarian, Miss M J L Black kindly agreed, and I got a fine photograph made of the flint pieces on a plate on a scale one-fifth natural size. A copy of the photo was mailed to the President of the Geological Society Ottawa, enquiring as to what should be done with them. The Acting Director Mr Wm McInnes recommended all bones burnt and send up them direct to the Geological Museum Ottawa, where a thorough caste made and report would be made by experts Palaeologists and Archaeologists

I sent the samples and the information requested and they have been referred to at later meetings. The report by the Director of the Geological Society on the result of the examination of the samples has been read, and will appear in a page in the Ninth Annual

PETER McMILLAN.

MISS M. J. L. BLACK

SECRETARY-TREASURER

Secretary-Treasurer's Report

MISS M. J. L. BLACK

Fort William Dec. 27th. 1916.

To the President and Members of the Thunder Bay Historical Society

Mr. President and fellow members

I have the honor to present the following report, as secretary-treasurer, for the year 1917-1918:

During the year we have had six regular meetings the dates, speakers and subjects being as follows:

Sept. 27 1917—Mr Peter McKellar, Mining on Silver Lake.

Nov 26—Miss Stafford Canadian Northern Railway

Feb. 1. 1918—No special speaker

Feb. 26—Mr McKellar. Brief incidents relating to mining on Thunder Bay previous to 1870.

April 12—Sergeant-Major Gorman, second battle of Ypres.

Sept. 27—Mr McKellar, some archaeological information regarding this locality

All of these addresses were most enjoyable, and were greatly appreciated by our members We have eighteen members in good standing, with a regular attendance of about fifteen.

In the death of Mr Donald McKellar our society suffered a very great loss. He was always greatly interested in the work of the society and was always willing to help in every way as a member and a friend, by whom he is greatly

Financially our society is in an excellent condition We have reason to congratulate our president on his success in removing the debt on the tablet. At the present date, it will soon be entirely paid for Our financial statement, covers the official year Oct to Oct. and is as follows

RECEIPTS

Oct. 1, 1917 bal in bank	$ 20.87
Fee (Miss Livingstone)	1.50
Government cheque	100.00
Fees—Mr and Mrs Oliver, Misses Stafford and Grant, Mr. and Mrs. McKellar, Mr and Mrs. Graham, Mr. D. Bayne, Mr and Mrs John King Mr and Mrs. MacEdward Mrs. Clerk, Mrs Leyburn and Miss Pamphylon	13.50
Donations—W S Piper	50.00
Alderman Hamilton	5.00
Mayor Murphy	25.00
	$217.87

EXPENDITURES.

Mrs Gladstone, payment on monument	$125.00
Times-Journal, printing annual	21.25
News-Chronicle advertising	1.20
Oct. 1. bal in bank	10.42
	$207.87

The following memo. brings our statement up-to-date

Received:-

Government grant	$100.00
Donation, G. H. Hanna	10.00
Donation, H. S. Rutledge	5.00
Donation, Clarence Jackson	25.00
Donation, R. H. Walker	15.00
Donation, G. W. Brown	5.00
Membership fee, Mr and Mrs. J. H. Rutledge	2.00

We have paid Mrs Gladstone $50.00 on account for monument, leaving us with a balance in the bank, tonight, of $129.30

We have paid Mrs Gladstone $50 on account, leaving a balance still due of $175.00

All of which is respectfully submitted.

M. J. L. BLACK

Secretary Treasurer

The Decennary Anniversary

THE PRESIDENT

It seems desirable that the Work accomplished during these ten years should be briefly reviewed. We have been working under difficulties as comparatively few very few of the population of the Twin Cities have become interested in the work. The Society is affiliated with the Provincial Historical Society and invested with chartered powers. The work should be prosecuted and the early history preserved to instill patriotism into future generations.

We have accumulated a considerable amount of valuable material to help writers and historians in their work, as well as interested individuals who love their country.

We have published nine Annuals, containing many matters relating to the country more especially to the District of Thunder Bay. The papers prized the most are those written by the pioneers and past pioneers. Next, the papers written by experts or persons more familiar with the various branches of industry upon which they write. For example, for municipal matters Mr J J Wells, many years tax collector for railways and harbors Mr A. L. Russell, C.E. and the pioneer surveyor and engineer in Thunder Bay and so on.

We have distributed many copies of these Annuals to individuals in and outside of the District, as well as to many historical societies and scientific institutions throughout Canada and the United States in return we have received many publications.

We have gathered anecdotes, pictures, photographs, pre-historic relics and early local newspapers, including a file of the Thunder Bay Sentinel from its inception 1875 to 1934, about seventy years, only a few copies are missing. Also a list of historic landmarks as the Sea-Lion, Sleeping Giant, Point daMeuron, Pot-Holes etc. The dates and localities of local public works, as turning the first sod of the C.P.R. pressing the first button of the first electric power Mc.

The following is a list of the papers, writers and illustrations appearing in the Annuals

Contributors of Papers to Annuals of the Thunder Bay Historical Society.

FIRST ANNUAL

1 Alexander Calhoun, Secretary—Preface to the Thunder Bay Historical Society

2. Peter McKellar F.G.S.—Introductory Address.

3. A. L. Russell, C.E. D.L.S.—Col. Wolseley's Expedition.

4. Fergus Black, B.A. M.D.—Legend re Thunder Bay in verse.

5. John McLaurin, pioneer—Early home-making in Thunder Bay

6. John King, Esq.—Re Early Railway Construction, C. P. R.

7 Miss S. Stafford—Ode to Lake Superior

SECOND ANNUAL

1. Mary A. Hinge—Secretary's Report.

2. Miss C. C. Grant—Treasurer's Report.

3. Donald McKellar Esq.—Re Military Expedition, 1870

4 Miss H. Dobie—Girlhood Days of Earlier Fort Arthur

5. Henry Sellers, Esq.—Grain and Shevalier's History in Twin Cities.

THIRD ANNUAL.

1 Miss C. C. Grant—Secretary-Treasurer's Report.

2 Miss M. J. L. Black—Re Public Library

3. A. A. Vickers, Esq.—Indian Treaty in Fort William, 1850.

4. Dr T. H. Smellie.—Re Relief Society in Thunder Bay

5 F Fregmen Esq.—Journalism in Thunder Bay

6. Mrs F. C. Parry—Re Pioneer Newspaper

7 Miss Mary McKellar—Pioneer Poem.

8. Peter McKellar, Esq.—Location the Terminus of C.P.R. between Thunder Bay and Nipigon Bay
9. Miss Sarah Stafford—Fort Arthur in Ye Olden Time.
10. W J Hamilton, School inspector—Early History of Silver Islet.

FOURTH ANNUAL

1. Miss C. C. Grant—Secretary-Treasurer's Report.
2. Miss M. J. L. Black—Secretary-Treasurer's Report.
3. Miss M Skipper—Early Port Arthur Days
4. Peter McKellar, Esq.—Silver Mead Tin Swindle
5. T. J Wells, Esq.—Municipal History of Port William.
6. Miss J Robin—Port William Missions
7. Donald McKellar Esq.—Early Mail Service in Thunder Bay

FIFTH ANNUAL

1. Miss M. J L. Black—Secretary-Treasurer's Report.
2. Miss B. Dobie—Pioneer Women of Port Arthur
3. Peter McKellar, Esq.—Ye Twin City Harbors.
4. E. Smith Esq.—Ye Newspapers.
5. Dr H. B. Oliver—Department of Health
6. W C. Dobie Police Magistrate—Atlantic Voyage 50 Years Ago.

SIXTH ANNUAL

1. President's Address
2. Secretary-Treasurer's report.
3. Peter McKellar, Esq.—The Original Kam Club.
4. A. L. Russell, M.L.S.—Brief History of Port William, Middle of XIX Century
5. A. L. Russell, M.L.S.—Brief History of Port Arthur
6. Peter McKellar Esq.—Port William's Early Newspapers.

SEVENTH ANNUAL

1. President's and Treasurer's Addresses.
2. Peter McKellar Esq.—Historical Landmarks in Thunder Bay
3. Peter McKellar Esq.—Turning First Sod of C. P. R.
4. Times-Journal—Shipping Trade of Port William and Port Arthur
5. Miss M. V Mabarly—Looking Backward
6. Cay Page—Legendary Lore of Lake Superior.
7. Times-Journal — Unveiling of Monument.

EIGHTH ANNUAL

1. President's and Secretary/Treasurer's Reports.
2. Times-Journal—Historical Landmark Vanishes
3. Mrs. P McKellar Mrs. R. B. Oliver—Early Schools of the Twin Cities.
4. Miss Sarah Stafford—Reminiscences of Port William Railway Builders of Canada.
5. Miss Margaret Crane—Valuable Records

SOUVENIR, 1914

1. Peter McKellar, Esq.—Ye Fur Traders.
2. The Inscription on the Obverse Side of the Tablet
3. The Inscription on the Reverse Side of the Tablet.

Illustration—A fine cut of the Memorial Tablet.

ILLUSTRATIONS

FIRST ANNUAL

1. Page 4—Fort William in 1816.
2. Page 16—Elevator A, First Coal Dock and Stone Pier.
3. Page 17—Kamanistiquia River Early Days.
4. Page 18—Platform front dock to road leading into the Fort about 1878.
5. Page 20—The ice-jam of 1885 on the Kamanistiquia River, near mouth.
6. Page 21—The ice-jam of 1896 on the Kamanistiquia River near its junction with the McKellar River.
7. Page 22.—Two sections of the Kamanistiquia Harbor Channels.
8. Page 24—Fort William 1816

SECOND ANNUAL

1. Page 4.—Peter McKellar photograph
2. Page 8.—Mrs. C. M. Skipper photograph
3. Page 10.—Miss C. C. Grant, photograph.
4. Page 12.—Mr Donald McKellar photograph.
5. Page 14.—Miss Belle Dobie, photograph

6. Page 20.—Mr. Harry Sellers, photograph.
7. Page 26. — Grain Elevators, photograph

THIRD ANNUAL

1. Page 3.—Peter McKellar Esq., photograph.
2. Page 4.—Miss C. C. Grant, photograph.
3. Page 8.—A. A. Vickers, Esq., photograph.
4. Page 10.—Dr. T. S. T. Saville photograph.
5. Page 11.—Mrs. F. C. Perry, photograph.
6. Page 18.—Miss Sarah Stafford, photograph

FOURTH ANNUAL

1. Page 2.—Peter McKellar, Esq., photograph.
2. Page 4.—Miss C. C. Grant, photograph
3. Page 6.—Miss M. J. L. Black, photograph
4. Page 8.—Mrs. M. Hopper photograph.
5. Page 11.—J. J. Wild, Esq., photograph
6. Page 20.—Miss J. Robin, photograph
7. Page 21.—D. McKellar, Esq photograph.

FIFTH ANNUAL

1. Page 2.—Photograph, Peter McKellar Esq
2. Page 4.—Photograph Miss M. J. L. Black.
3. Page 6.—Photograph Miss Belle Dodds.
4. Page 10.—Photograph, Dr. T. S. [illegible]
5. Page 24.—Photograph, W. C. Dobie, Esq

SIXTH ANNUAL

1. Page 2.—Peter McKellar photograph
2. Page 10.—A. L. Russel, M.L.A., photograph.
3. Page 44.—Fort William, from painting, June 16th 1816.

SEVENTH ANNUAL

1. Page 4.—Peter McKellar photograph.
2. Page 16.—Cut showing the obverse and reverse sides of the monument erected in the memory of the Fur Traders.

EIGHTH ANNUAL

1. Page 4.—Peter McKellar, photograph
2. Page 6.—Miss M. J. L. Black, photograph.
3. Page 12.—Mrs. P. McKellar and Mrs. E. H. Piper, photograph.
4. Page 13.—Ogden School, Port William.
5. Page 14.—Collegiate Institute, Port Arthur.
6. Page 24.—Mrs. J. M. Heath, photograph

Our chief work has been the erection of a monument to commemorate the fur-traders, the real Canadian pioneers and the locality made famous by their works on the Kaministiquia River in Thunder Bay

In 1912 the society appointed a committee to look into the matter and formulate a plan for a suitable monument. The tablet was decided upon and a contract drawn up with Mr. R. Gladstone of the Marble Works Port William, in 1914. The stipulated price was $1,000.00 for the tablet, and including the environment.

The granite tablet was being made in the quarries in Scotland and was cut and polished when the Great World War broke out. The Scotch Manufacturers would not be responsible for completing the contract, which called for the engraving of 2,000 letters. The tablet, unfinished, was shipped direct to Port William. Mr. Gladstone [illegible] the tablet. The work in connection with it required a very long time. It is sad to relate, Mr. Gladstone took ill and died before the work was completed. Mrs. Gladstone on it finished in 1916.

The work was being done by voluntary subscription and we did not expect to raise funds during the fearful conflict. Unexpectedly however small amounts continued to come in so that the contract was nearly fulfilled by the close of the war.

The tablet was finished and prepared for unveiling in early October 1919. Mrs. John King and Mrs. G. A. Graham moved that we approach Mr. George E. Foster who was expected

in Thunder Bay in a few days, and ask for his favor in this worthy cause.

On the 18th of October 1926, Sir George H. Foster Minister of Trade and Commerce, unveiled himself of the pleasure of unveiling the great tablet, while the members of the Thunder Bay Historical Society had the honor the joy and the satisfaction of witnessing the crowning ceremony of the unveiling of the monument. A beautiful photograph was taken during the unveiling and was copyrighted.

The president of the Historic Landmarks Association of Canada wrote me in October 1926, asking for a copy of the chief historic land sites in Thunder Bay, as the Riverside Landmarks Association desired to have it incorporated in the first series of the directory which was then in course of preparation. Mr. A. L. Russell and myself had been appointed to attend to the historic land sites, and had prepared a plan of the old Hudson Bay Company's post, a plot of 15 acres. We mailed this plan as well as the unveiling pictorial view. The latter was selected for the directory and given a prominent place.

In closing, I wish to thank all our co-workers for their continued help and I am sure that all will join me in sincere thanks to our faithful secretary Miss M. J. L. Black.

PETER McKELLAR.

The Enterprise Mine

NOTES FROM THE ROYAL COMMISSIONER'S REPORT

This property consists of Lot 6, in the Township of McTavish, in the District of Thunder Bay in the Province of Ontario, and contains four hundred (400) acres, less the right-of-way of the Canadian Northern Railway, which passes through it.

The property was discovered in May 1868, and a shaft was sunk to a depth of about 100 feet. The following particulars are taken from the Ontario Government Report: Report of the Royal Commissioner, Mineral Resources of Ontario (1890):

"In May 1868, Messrs. Peter and Donald McKellar discovered an important vein of galena cutting the bedded red marl of this (Nepigon) formation at a place about three miles west of Black Bay in what is now called the Township of McTavish. The property has been successively named, "The North Shore," "Lead Hills, and "Enterprise Mine." The vein runs about north 40 degrees east, and the red marl in here associated with grey sandstone, but red granite, which is largely represented in this region, does not occur within a distance of about 300 yards to the north of it and was encountered at a moderate depth in working the vein. The gangue is quartz calcareous and baryties, and the total width of the vein is from six to eight feet, of which from three to four feet consists for some distance of solid galena, with a little copper pyrites also vein matter. The mine was worked for some years and a considerable quantity of rich ore was shipped to the United States. According to assays made by Prof Chapman it contained an average of $17 worth of gold and $5 worth of silver to the ton.

The mines report, at Page 147 also refers to this property. Mr H. H. Herrod—Lead is one of the most met with on Lake Superior or Lake Huron as copper. The most promising vein I have seen on either lake was that at Black Bay already alluded to as the one in which Prof. Chapman found the first gold. This was afterwards called the Enterprise Mine, and work was commenced upon it shortly before I resigned my position as mining inspector. From Mr Hime's descriptive catalogue of the mineral exhibit of the Province (Ontario) at Cincinnati, page 29 I see that a shaft has been sunk to a depth of over 300 feet and some 200 tons of ore taken out, but that it did not pay on account of the ore having to be sent to Swansea to be smelted and that in consequence operations suspended about 12 years ago."

The Ontario Bureau of Mines report, 1910, Part II, Page 15 refers to this property thus: "A rich vein of lead ore occurs in a pale red indurated marl. Prof Chapman says of it: 'The vein consists of a gangue of quartz, with contained portions of wall rock, and 60 to heavy spar etc., carrying a very strong lode of intermixed copper pyrites and galena. The vein itself appears to average about ten feet in width, but of ground it is to a great extent uncovered. The copper pyrites and galena disseminated through the mass of the vein, run principally in a solid lode, of at least four feet in width. The course of the vein is about N 45 degrees E., and so far as this can be determined in the present undeveloped state of the vein, the dip of underlie, is towards the southeast, at an Angle of about 60 degrees. In one sample he found $ 16 and in another 12 OZ per cent. of copper. One of these samples also yielded 47.34 per cent. of lead. Another gave 65 36 per cent. of lead, nearly one ounce of silver and half an ounce of gold to the ton of lead.

Attached hereto is a memorandum of assays made on behalf of the parties then interested in the property.

This property is situated on the Canadian Northern Railway about 26 miles east of Port Arthur. The ore would be shipped to Port Arthur by rail, and there transferred to steam

ore for shipment to refineries in Ontario or England.

Dated at Port Arthur this 10th day of February A.D. 1913.

(COPY)

Assays From Mining Location C., Township of McTavish, District of Thunder Bay

Newark Smelting & Refining Works —Certificate of Assay Ed. Bulloch & Son, 194 River street corner Van Buren street.

Newark, N.J. Aug. 11, 1898

Mr. Geo. R. Wallace, Port Huron, Michigan

Dear Sir:—We have assayed the sample of ore marked Algoma, received August 6th, and find it to contain 1 oz. silver per ton of 2,000 lbs. 24.8 per cent lead. Yours truly,

ED. BALBACH & SON

Per H. M. Duffon.

From the same firm

Mr. Geo. R. Wallace, Port Huron, Michigan.

Dear Sir:—We have assayed the sample of ore marked Enterprise, received August 6th, and find it to contain: 8-10 (illegible) oz. silver per ton of 2,000 pounds, 21.5 per cent lead. 2.5 per cent. copper. Yours truly,

ED. BALBACH & SON

Per H. M. Duffon.

Chicago Smelting & Refining Company—Works, corner Clark and 40th streets. General offices No. 114 Dearborn street. (illegible) President, Barton Sayrel Secretary-Treasurer.

Certificate of Assay

Chicago, Aug. 11th 1898.

This is to certify that I have carefully assayed for gold, silver and, copper the sample of ore deposited by GEO. R. WALLACE, and marked Enterprise at (office No. 2959) and have found the same to contain in the ton of two thousand pounds gold, 1 oz. (1.10) valued at $20.67 per oz. silver 3.06 lead, 21 per cent. copper 2.5 per cent.

GEO. T. DOUGHERTY

Assayer

From Chicago Smelting and Refining Company

Certificate of Assay

This is to certify that I have carefully assayed for gold, silver, lead, the sample of ore deposited by GEO R. WALLACE, and marked Algoma (Office No. 2961) and have found the same to contain in the ton of 2,000 pounds: Gold, 2 (1.90) oz. (valued at $39.87 per oz.) $3.80. Lead 24 per cent.

GEO. T. DOUGHERTY,

Assayer

New York Metallurgical Works — 106 and 108 Washington street, E. N. Rhodin Manager, Mining Engineer and Metallurgist.

New York, September 9th, 1898

Memorandum of Assay of Ore, marked Albion, for Geo R. Wallace Esq.

Test of low-grade ore—assayed for gold and silver

Office No. 5737 showed trace of gold and silver, 17.8 per cent. of lead. Gold value per ton of concentration of above showed (office No. 5738) $5.60. Lead per ton 30 per cent. Very respectfully

The New York Metallurgical Works,

E. N. Rhodin, Manager.

(Seal)

Office of G. A. Mariner, Analytical Chemist and Assayer, 31 South Clark street, Rooms 49, 51 and 53.

Chicago, Ill., Aug 24 1898

This certifies that I have assayed for (illegible) R. WALLACE a specimen of ore marked Lady Mary, for gold, silver and copper with the following result, per 2,000 lbs. Silver $.5 oz. value per ton $12.35 gold traces found copper 12.8 per cent (Not assayed for lead)

G. A. MARINER,

Analytical Chemist and Assayer

Chemical Laboratory and Technical Mining School J. L. Phillips, 26 State street, New York. Consulting Engineer Examiner of Mines. Mineral Assayer and Metallurgist. In practice 43 years.

New York, April 7th 1884.

Assay certificate for GEO R. WALLACE, North Shore Lake Superior Ontario—Location 2. Results of fire assay Lead 80.1 per cent. Silver $2.56 per ton.

J. L. PHILLIPS

Early Mining

BY MR. PETER McKELLAR

A sense by Peter McKellar regarding certain matters relating to early mining discoveries on Lake Superior more especially in the District of Thunder Bay —

Many of the incidents herein referred to would be lost to history if not recorded by McKellar brothers.

These reports can be relied on as being practically correct, as some are confirmed by written statements.

In the early eighteen-sixties there were no real mining developments being carried on on the north shore of Lake Superior but many years previous, in about 1846-48 there were extensive mining transactions being conducted on the Canadian side of the Lake. Native copper mining was flourishing about that time on the American side.

In 1846, as is shown by Sir Wm Logan, the Prince's Bay Mining Company started mining operations on Spar Island west of Thunder Bay. The main was a spar vein containing copper glance ore, with, in places, a considerable showing of native and silver glance. A few shafts and drifts were mined and a large block of land, measuring about two by five miles, and containing about 6,000 acres, was purchased but mining operations soon ceased.

About that time, being in the years 1845 and 1846, certain Montreal capitalists formed a company. This company engaged Prof Forrest Sheppard with a large party in the spring of 1846 about the time the Prince's Mine was working, to explore and locate mining lands on Lake Huron and Lake Superior. During the summer they had located some eighteen blocks of land along the coast—the Jarvis and Silver Island locations included—each block being about two by five miles. (The above is quoted from Mining on the North Shore of Lake Superior 1874.)

These great areas of mining lands, like those of the Prince's Bay lands, were allowed to lie undeveloped free from even government taxes for about twenty years, or until after the Thunder Bay silver mine was discovered by the McKellar brothers in 1866.

The richness of the ore of the new discovery created an unusual amount of excitement on both sides of the International line. Premier John Sandfield MacDonald at the next session of parliament of the provincial Government of Ontario, passed an act levying ten per cent royalty on silver. Prospectors and mining capitalists took great exception to this and they succeeded in creating a furore in and out of parliament, so that the government finally decided to go in a body, as many members as possible, to Fort William and investigate the silver deposits themselves, and find out whether it would or would not justify the continuation of the royalty.

Mr Richards, the commissioner of public works, was appointed chief and the beautiful steamer Chicora was engaged for the expedition. I judge that from sixty to seventy M.P.P.'s took advantage of this trip. The weather was beautiful and the members of the party played around on the Fort William green like kids.

After a boat sail and tramp of about two miles over a bush trail, the party arrived at the silver mine. I being the discoverer and in charge at the time there were many questions asked of me regarding same.

After examination and consultation, the members as well as the commissioner came to the conclusion that the industry was an uncertain quantity although the ore assays were unusually rich, being two to three thousand dollars to the ton. They were irregular in size and quantity through the quartz veins one, as we pointed out to be common evidence.

These rich bonanza ores, hitherto unknown in this country became common in the later discovered mines, as in the case of the Silver Islet, the Beaver the Badger Mines, etc.

We also explained that the development of these mines depended chiefly upon American capital, and that the Americans had a strong aversion to royalty and would have nothing to do with it.

Mr Richards stated that there were large tracts of land owned by private parties of this country and the government was receiving nothing from them and must get a revenue to help developments. The government could see no way of getting that revenue except by means of a royalty.

A short time after I inquired from the commissioner why the government did not tax the land the same as the American authorities did whereupon he explained that the lands had been sold out and could not lawfully be taxed. Personally I could not understand why the government could not tax any private lands. The commissioner inquired from me as to the method of taxation on the American side and I informed him that the tax was two cents an acre on all private owned wild lands.

The commissioner did not intimate what would be done in the matter but at the following session of parliament the royalty was rescinded and replaced with a tax of two cents an acre on all private owned wild lands.

The mines prospered afterwards and many new silver mines were opened up in the district, such as the Shuniah Silver Harbor 3-A and the famous Silver Islet mine, etc. This constituted the second mining boom.

More information regarding mining activities in Thunder Bay from the beginning of mining on Lake Superior up to 1874 will be found in the Pamphlet "Mining on the North Shore of Lake Superior 1874" by Peter McKellar. I will be pleased to present a copy of this pamphlet to the Society.

To go back to the early part of the eighteen-sixties, as previously referred to, there was no practical mining being done at Thunder Bay.

The McEachern brothers (Duncan, Malcolm and Edward, Edward being better known as "Ned Duncan") the noted native copper prospects of the South Shore of Lake Superior who had been for a time prosperous, but eventually failed. He moved across the lake to Thunder Bay with his brothers to try and retrieve his lost fortune. The McEachern brothers continued their prospecting along Thunder Bay and Black Bay for two or three years with very slight success. They sunk many pits on the fissure veins in the locality and discovered a large mass of galena ore (about two tons of weight) in the caribou vein in the winter of 1863, about two miles east of Thunder Point and Black Bay.

The fissure veins around Thunder Bay and Black Bay carry in places beautiful amethysts in the vugs. About the year 1863 the McEachern brothers mined about two tons of amethysts and loaded them into their little vessel in the fall and took them by water to Toronto where they tied up to the wharf for the winter and peddled their samples around the city.

Toronto at that time was small, and it is reported that the amethyst industry was a marked feature on that occasion, and that the vendors spent the money regardless of value.

Dr Merrill of Madras shipped about two tons of the Thunder Bay amethysts to the Montreal market about three or four years later with good results. Since that time the amethyst business has been dormant.

Of course the amethysts are not worked out at the present time and never will be but as they are followed down of the main fissures their cost increases. The surface samples were mostly all loose in the vugs and inexpensive to mine.

In the spring of 1866 my brother Donald, and myself were prospecting for mines on the west side of Black Bay when we discovered the famous Black Bay Bonanza, Enterprise Mine which after a partial development we sold to Mendlebaum and Company for $14,000, $4,000 of which was paid to Judge R. K. Turner for a prior claim.

The company sunk a deep shaft and stoped hundreds of tons of ore. They also built a seven-mile tramway from the mine to Black Bay. The company shipped about two hundred tons of ore to Swansea for treatment. I was informed by Mr Kingsmill the company's solicitor that the first shipment to Swansea yielded $53 per ton,

but a later shipment only yielded $18 per ton, so that as it was mining operations ceased the following season.

An analysis by Prof. E. J. Chapman gave the bonanza ore, lead 17 per cent, copper 8.11 per cent, and the copper ore at on the wall yielded 31 per cent. of copper, averaging also $17 gold and $4 silver to the ton.

These veins intersect the indurated marl and sandstones of the Nipigon or Keweenawan Rocks, as well as other underlying rocks.

After the discovery of the Enterprise location, we, the McKellar brothers, extended our explorations westward from Black Bay to, and past, Silver Lake and Loon Lake.

On that occasion in 1866, we discovered the well known hematite iron deposits immediately west of Silver Lake. This ore occurs in flat beds of irregular thicknesses with varying percentages of iron. The rich layers yield as high as 60 per cent to 66 per cent. of iron practically free from deleterious elements. These ore beds occupy a position near the base of the Animikie formation and will, undoubtedly, be uncovered by mining in many other places between Loon Lake and Thunder Bay. A few of these deposits near the Bay have been found, purchased and are being held for future development.

In the smelting of the Atikokan and other magnetic ores these Silver Lake hematites will be valuable as a mixture.

After the discovery of the iron we made several mining sales of the deposits also in 1880 sold the south-west 325 acres of Location No. 1 to some Buffalo and Chicago capitalists for the sum of $7,000. In 1906, 26 years later, we sold the other half of the location for a similar sum of $7,000.

About the time we discovered the iron deposits we found spar veins carrying a promising showing of the ores of copper, lead and zinc lying to the south and east of Silver Lake. At that time these metals were comparatively low in prices not more than one-third of what they are worth today. We examined these veins carefully and opened a few pits on them. We also sunk a shaft 16 feet deep on vein No. A. on Location No. 4, Herrick's survey. From this showing we decided that the purchase of these deposits would be a safe investment, although it would probably take some years to come in.

These lead and zinc veins of Silver Lake, Black Bay and Dorion Township belong to a series of fissure veins that are connected with the Great Geologic Fault of Silver Lake. I believe also that in this series of fissures are found the only real Thunder Bay amethyst veins of the country. It is only in the portions of these fissures that intersect the granites or siliceous rocks that you may look for amethysts. Of course it is known that these fissures as well as other true fissures intersect all rock formations alike, as Silurian, Cambrian, etc.

I have seen many of these fissure veins in the localities above mentioned, namely Silver Lake, Black Bay and Dorion Township. They bear, their showings of the ores of lead, zinc, copper and iron. No doubt there are many of the exposed veins that I have not seen and many more under cover. It seems certain that valuable bodies will be discovered and worked among these veins. The Enterprise bonanza ore lode and also the Caribou lead location above mentioned belong to them.

These mines were worked about 50 years ago when the metals were extremely low in value and may yet be developed profitably. I noticed that the Silver Lake ores, as those in No. A. vein, are much more regularly distributed through the whole vein along than those in the Enterprise and Caribou veins and, I think, will prove a much more valuable milling ore.

It will be noticed that I have given, in a few instances, the price paid for mining locations, to give the reader some idea of the character of the deposits.

The above are only a few of the prominent incidents and conditions relating to the first and second mining booms in the district of Thunder Bay which reach up to about 1870. Herein I do not touch on the third silver boom of the eighteen-eighties, as the Beaver, Badger, Silver Mountain, etc., nor of the gold boom as the Huronian, Empress and Lake of the Woods mines, nor of the other mines as the Sulphur, Northern Pyrites mine, nor of the Atikokan Iron mine.

PETER McKELLAR

With the "Little Black Devils"

BY SERGEANT G. W. GORMAN

PART ONE

An overseas volunteer battalion marching cheerily and confidently through the broken City of Ypres to a place of honor in the British battle-line — to a place of extreme danger where, in the words of General Sir Horace Smith-Dorrien, "The enemy was always truculent." The battalion is trained to the minute. It has experience in defensive trench warfare gathered at Ploegsteert and Fleurbaix. The men know their officers and have full trust in them; the officers have had opportunity to test and approve of the sterling mettle of the men. Officers and men, back in the Homeland, have worked and played together; now they are a unit for the defence of national honor. They carry the standard of an ancient regiment into battle for the motherland of Britain.

The volunteer battalion is crouching behind the meagre protecting walls of earth North of Ypres. Enemy hordes are pressing forward through the use of forbidden gases they have created a gap in British lines and this gap commences on the left of the volunteer battalion's position. To gain Ypres the German must throw his forces through the gap but the open door to success in the move is dominated by the volunteers from overseas. On comes the enemy for the gap. He gets rifle and machine gun fire from the opposing battalion. To get through, the resistance must be broken. Shell fire is directed on the volunteers now practically isolated. Rifles bear on the trenches, then deadly mortars and the fearful weapon shunned by national agreement but inhumanly requisitioned by a dishonourable nation, is blown into the fortifications. Surely now the volunteer battalion must give path to the attackers. So thinking, the Germans come again with a weight of men to batter a way and send the British to rout. Deliberately the volunteers answer the order for rapid fire. Back falls the German host. For a day and a night the struggle for the key to the door of Ypres goes on. The volunteer battalion has that key. If it can hold it until heavy reinforcements are swung up the German offensive will come to naught. Everything now depends on that line of earthworks away out in the front. It would appear that no living thing could abide there. All the deadly machines of war batter away at it. But the Prussian is forbidden to pass; forbidden by a determination in resistance that will be remembered in history as an outstanding incident of the war. In the forward firing line grim men aged years by hours of fearful strain, face a foe; they away with the few sickening dead lie in the trench bottoms; wounded men nurse their hurts in silence. This was a fearful and deadly business but the German would not win a way into that gap while the volunteer battalion held the responsibility—AND THE GERMAN DID NOT. Reinforcements came when the defenders were at a last desperate effort, when only a few remained to hold off that horde in front before the German would realize victory.

The volunteer battalion has won a name. It is in the first rank with other British regiments of glorious history. In terms of blood it paid the price of success; it is now counting the cost. More than half its strength snapped; officers and men dead on the field. Many missing—that term of uncertainty that may mean hope or despair; very many torn and bleeding and maimed; very many sickened of the deathly breathing gas. All that are left of that splendid body of vigorous men lie exhausted and nerve racked in a field of flag outs where, like gophers, they seek occasional refuge from a shell fire that still follows them. A thousand went into battle—Four hundred came back.

This, in a brief sketch, is the story of the Eighth Battalion, 90th Winnipeg

Billets. It is their story of the April battle of Ypres. The full description will be possible only when the narratives of the individual members are woven into fabrics when all of the very many incidents of value of officers and men are collected. It will be possible to make the history of that battle, as the Eighth fought it, complete. These will take time to gather and they will fill a volume. They will tell how each unit did its valiant work—how sections and platoons fought under impossible conditions, how the wounded were tended how ammunition and food were provided; how the machine gun section stayed to the end; how the Commander, Lt.-Col. L. J. Lipsett, set a valorous example, and how he was ably followed by all his officers; how the transport ran the gauntlet of death through Ypres during the horror of its destruction by shell and fire; how the signallers were practically wiped out repairing communicating telephones; how the scouts kept touch with the enemy and his movements; how the base stores were moved from Ypres; how many landed to take care the wounded when headquarters was taken by the enemy. It is a noble and stirring story and claims a leaf in the battalion's history for April.

Leaving rest billets at Godewaersvelde on Wednesday, April 14th the battalion was carried on motorcycle London buses to Vlamertinghe and from there walked through sentry Ypres reaching the trenches past St. Julien the same evening, relieving part of a French Division.

The defences were light earth works, as no continued firing had precluded cover position. Immediately however efforts were put into effect to improve the locality and the good training at other portions of the line were of no avail. Forty-eight hours were spent in the trenches, when the battalion was brought back for two days rest in barns near the Ypres Yser Canal. On April 19th the Eighth returned to the firing line. Brigadier-Morrison's words were true. The enemy here was always busy consequently companies were constantly at the qui-vive. On this occasion Number One Company took left position, Number Two in centre, and Number Four on right. Third Company was in reserve about three hundred yards back and at battalion headquarters.

Bombardments commenced immediately. The enemy was especially active with trench mortars parties lately known as "Black Marias." In daytime these shells could be detected in flight, and as a measure avoided. Shrapnel came thicker than usual. It was apparent that the Germans were working on a movement. It is now known that the actual attack was on program for April 14th, but unfavorable winds prevented the use of the gas upon which they relied. Shelling increased in intensity and the battalion stood to all through the 20th and 21st with only slight snatches of sleep, and even these were disturbed by frequent alarms. All through these hours of tension the battalion was industrious in adding to its defences. There were no traverses existing and they were commenced in order to provide protection against enfilade fire. However imperfectly finished they later served in some measure to help the battalion during later trials. Trenches underwent increased in ferocity as the 22nd and the battalion suffered the loss of Captain Norton Captain Watt and Lieut. Rashid wounded. Count kept by some of the men places the number of shells a day at 240 in two hours. The attacks were being pushed on the left was known by the continued rifle fire. Ammunition was sent the 90th stood to arms all that night. At 3.30 in the morning of the 24th the Germans were observed to release quantities of heavy yellowish gas opposite the trench occupied by Number One Company. It stole on mysteriously towards the Third Brigade front and the lines of the Eighth battalion.

What was this vapor? The battalion was soon to know. This was a new and devilish war device. It was wafted into the Eighth trenches, and many gallant fellows, unable to keep on mask down in attitude from which many never roused. Only the stronger men manned the parapets. As the breeze was blowing directly into the trenches the effect was paralyzing. Unfortunate Highlanders were forced back by this fearful pall, and with the retirement of troops from the left the Eighth found itself in danger

of being surrounded. Germans, quick to see the advantage, delivered an attack on the front line at the same time sending a big force on to the left, which opened a fearful enfilade fire on the ending company. Simultaneously they were observed to bring out heavy reinforcements from a wood about opposite to Number Four Company.

These various movements were dealt with by the Eighth admirably and with such good effect that the movement of envelopment and endeavor to break into the opening on the left were defeated. Suffering from fumes as they were, the gallant Eighth delivered a withering fire on the front in terms of continued orders for "Five rounds rapid." Machine guns at the same time sprayed death on the reinforcements coming from the wood and Number One Company with its trenches cut and enfiladed by the shell fire which still played dealt with the enveloping movement to the left.

Reinforcements were in great demand as the ranks were sadly thinned by this time. Germans knew it too because their batteries threw a curtain of shrapnel directly behind the lines. Help, to reach the trenches, must pass through the teeth of it. Lieut.-Col. Lipsett gave the order for Number Three Company to advance. Captain Bertram and Lieut. O'Grady with two platoons from H. Q., Captain Morley with his two platoons from reserve billets thereupon formed their [illegible] in force into platoons. Then, calling for extended order he waved his hand forward in the understood signal for advance. It was like a parade. It was an inspiration. In perfect order the platoons extended and led by their commander headed into the curtain of lead beyond which their comrades lay. The boys commenced to fall, dropping down here and there [illegible] didn't seem real that they were hurt. There was never a groan from them, never a complaint moreover the advancing line wavered not an inch, but pressed resolutely forward and reinforced Number one and part of Number two company. It was seen that considerable advantage could be gained by occupying a trench section evacuated by the Highlanders and over there Captain Morley sent Lieut. McLeod with some of his men. This met a move by the enemy in occupying a piece of trench still further to the left from which they had delivered an effective enfilade fire.

Now the Germans focused all action in driving away the Eighth battalion, which was the only obstacle in the way of a very extensive advance which might have given Ypres itself to the attackers. It was at this particular juncture, when exhausted men fought against weariness, poison, shell and an enemy outnumbering the little force ten to one that a query came from headquarters asking how the 8th was faring, and if the position could be maintained. Lieut.-Col. Lipsett consulted his company commanders, saw his battalion standing to arms, eyes heavy, lips cracked, bodies racked, but in spirit unconquerable —his response, epigrammatically suggestive, was

"The Eighth Can Do Its Bit"

The fight waged on. Attacks were six times hurled back, and when darkness fell the trenches were an abattoir. But they were a successful bar to enemy advance. Just before the sun sunk and died, a final effort was made to overcome the position. The Germans clambered over their trenches, and with various little cries grouped themselves for a charge. Fire was reserved from the Eighth position until its effect would be most deadly at short range. A bugle started. With cries of "Neuve Chapelle, Neuve Chapelle" the grey clad figures came forward many deep. Then the 8th let into them with a low fire every bullet must have gone home. The masses broke once again and fled back. Had they continued forward they would have met a line of fixed bayonets.

Canadian official eye-witness, describing the course of events in a despatch delivered shortly after the battle has this to say:

"On Sunday afternoon, the remaining the Second Brigade Commander General Currie had not abandoned his trenches. There were none left. They had been obliterated by artillery. In such a brigade it is invidious to single out any one for special praise, but it is perhaps necessary to the story that Lieut.-Col. Lipsett, com-

wounded, the 16th W ss peg Rifles, 5th Battal on of the Second Brigade, held the extreme left of the position at the most critical moment.

"The battalion was expelled from the trenches early on Friday morning by an emission of poisonous gas, but recovering in three-quarters of an hour f counter-attacked, retook the trenches it had abandoned, and bayonetted the enemy. And after the Third Brigade had been forced to retire, Lt.-Col Lipsett held his position though his left was in the air until two British regiments filled up the gap on Saturday night.

It is here positively stated with full proof that the Eighth battalion did not give up its trenches in the ravine on Sunday the abandonment of which was ordered in retire, when its place was taken ove by a British Territorial regiment. Acting under orders the battered Ninet h s withdrew what remained of Numbers One Two and Three companies. They had been relieved. It was now days ht and whither Four company co ld not be relieved and held its ground and continued the fight all day Sunday still supported by the battal on on its right and left until surrounded and cut down by the enemy. Captain Northwood Lieuts Frank Andrews Lloyd Owen and Bel were also and unwounded s ken surrounded at dusk on that eventful Sunday and as he s every reason to suppose they are now prisoners in the hands of the Germans. It is stated that Captain Northwood, seeing the impossibility of his retaining the trenches any longer and knowing that an attempt to retreat would bring annihilation to his command, told his men that surrender was inevitable and said that any one who wished to take the fearful risk he attempting escape could do so. Two he his platoons under Sergt. now Lieut Kimbell who were in a specially favorable place, got away with heavy losses but the gallant Northwood and his officers stayed with their men to the last.

Seeing his position, Lieut.-Col. Lipsett went ahead of his withdrawn force to view the ground, and when he came back, a shrapnel hole through his cap, slightly grazing the inevitable nose, this is what he had to say

"Boys I think if we move up to the front again we can look those fellows ahead."

At his time the survivors of the battle hungry sleepy hardly able to drag a leg or lift a gun, were lying in a furnish hail machine gun and rifle fire slipping off vegetation and creating a sighing breeze that spelled death or maims ng for those who dared to lift a head.

But the gallant lads stood up and following their Colonel and officers prepared to cry and regain their old position. In excellent order the mutilated battalion advanced but found the enemy entrenched in such numbers that to take back the original line s m impossible. Therefore the 90th hug itself in a short distance behind original headquarters dugout, wh ch was a railroad tu nnelway. The latter has been used as regimental office and headquarters sleeping p ace. It was here that Sergeant Maj r W M Robertson came by several wounds. A shrapnel ending square in the brow, inflicted such severe hurts to head and legs that his recovery was impossible. Tenderly he s as bound and carried below to where a number of wounded from all he to hom were being cared for. Major W A Munro described he cellar as being full of wounded and sick and the headquarters staff was kept busy g ving emergency aid. When the battalion was ordered back, s Nat he Territorials had come up in reserf headquarters was abandoned. The wounded could not be carried and it is a noteworthy instance he devotion that Sergeant Bovell and Private W A. Curr s remained behind in the cellar to continue attention on the wounded. Private George Tape too, wh had a wife been sorran to Sergeant Major Robertson, refused to leave his master. All fell into German hands. Major Kirkaldy Adjutant while directing reinforcements had a no been struck down, but although carrying a severe shrapnel wound to the chest, walked to Poperinghe for attention. He saw a splendid example of coolness under fire. Major Motherwell's work as regimental doctor stands out eminently. Deliberate he always he went among the wounded, often out in advance of the trenches, and was ministering to

defatigably, heedless of his own life. Finally a trench mortar sent over a shell that dropped near the faithful surgeon. It threw him in the air and caused injuries of the spine. He was removed to hospital by his assistants.

When on the Wednesday the battalion was withdrawn in reserve billets a short distance out of Ypres, after the days of continuous fighting, no rest was available. Throughout the followed the weary troops. Small wonder huts were ... abandoned and trench trails brought to ... and in little cellars ... the most, an exposed and ... for more, in a rest place where there were no shells and where ... would be possible to ... in ... and nerve force. ... eight days afterwards that the ... came.

The reaction was keen. From the higher excitement the world afforded —stalking human game—to rest and quiet thought, and an effect of bringing home the losses that had been suffered. But they were allowed up to a noble course with willing sacrifice.

To make special mention of particular instances of bravery and heroism is to give a start to the collection of the very many stories describing the deeds of the gallant lads ... the Ypres field of battle. With these stories will be supplied a map of the battle ground, so that, in future days, visitors from Canada, with a deep heart ... in the bloodsoaked Ypres district may go from place to place described, and be reminded of the deeds performed by the ... in the memorable April of 1915.

The machine gun section played a most conspicuous part in the series of engagements and the severity of the losses may indicate the manner of its performance. Some men ... ed ... of the many that manned the trenches when the companies, with the exception of number four, were relieved of duty by the Territorials. The machine gun section had to remain behind on duty as the incoming reinforcements were not provided with guns. The deadly effect of their operation can be judged from the fact that in all cases the heaps of dead Germans before the trenches prevented

of the guns from traversing. Sergeant Alder, number four company worked his machine with such deadly success that the corpses piled six deep before him. He was alone at the gun. His assistants were killed. When prepared ammunition gave out he filled the belts himself, and then, with an earnest calm continued to shoot into the massed enemy ranks. The act that was seen of this man as heroic figure, but smothered in poison fumes, automatically ... away on duty to the last. It was understood that Sergeant Alder, because of his special address, was to have been granted a commission, and had been recommended for a V. C.

Another splendid example of heroism under fire is furnished in the case of Sergeant Major ... Hall of number three company. A wounded man, one of his own platoon, lay in front of the trenches. He was calling for help, waving his arm feebly. Sergeant Major Hall, knowing that several unsuccessful attempts had already been made to bring the man in, and knowing the Germans to have marked the spot, went calmly out. He never came back. Previously his presence and example had been an inspiration to the company. Sergeant Major Hall, too, had been chosen for a commission.

Then there is the story of Sergeant Joe Simpson, orderly room clerk. He was at brigade headquarters with dispatches. There, at the same time was the General in charge of ... attacks. He wanted important dispatches carried immediately dealing with the ... situation. Delivered to a number of battalion commanders along the lines. Turning to the Sergeant he asked him if he would take on a job. Sure he would. The Sergeant didn't exactly know what a ... was but he listened to instructions, and grasped the importance of his mission. He was given these more as ... The dispatches were carried in his left breast pocket and in the event of his death a ... the ... would ... the papers and proceed. In the first half hour a shell struck near the ... and knocked him against a tree, breaking a rib and severing ...

wounded in his left hand, but he got up and kept ahead. It took twenty-four hours to deliver those despatches. In that time he had no food or sleep, and it was considered that for three days previous he had had little of either. On his return reporting success it is related that the General looked up in surprise—gratified surprise. He hadn't expected to see the sergeant back again, so difficult and dangerous was the commission.

The relation of these incidents will be continued another time as they are brought forth from the natural reserve of the old-time members of the Ninetieth. This history for April will now deal with the provisioning of the troops during this trying period, and with the transport of material to the fighting line. The bombardment and ruination of Ypres has a place in the narrative, because Ypres was at the time, as at the beginning of the battle, the base of battalion supplies. Members of the transport and quartermaster's staff saw all of the horrors of that awful bombardment and suffered the consequences of its effect.

PART TWO

The great city of Ypres was bathed in the setting sun of April 22nd. Peace was abroad; only distant guns spoke of war, and they seemed quieter than usual. Soldiers lounged and smoked, chatted and laughed with civilians. A day's work was done and all were enjoying the warm evening. Children laughed and played about. Strife and destruction seemed remote; there was no thought of danger. That was about 5.30.

Before six o'clock the city was mad. It was Pompeii in a death agony. It was a city under shell fire. Houses falling, flames mounting, explosions shaking the earth, a populace crying to Heaven for relief. It was Hell. A tranquil evening of summer became a night of horror. The beginning of the destruction of fair Ypres is a hideous dream in the memory of those who witnessed it and felt of its effects.

The Eighth battalion transport, quartermaster's stores and post office were in Ypres, near the north-east corner. They were together on a main thoroughfare leading out to St. Jean and St. Julien. Had the Germans broken the Canadian line and beat a way past the 90th's position, they might have marched down that same road, a victorious army of occupation. When the first shell dropped near the city center at 5.30 it was thought that the Germans had thrown over one of their periodic reminders. Very few minutes brought home the illusion of such an idea. Huge shells, each capable of wrecking beyond recognition a four-storey building, plumped into the place at the rate of one a minute. Many of the Ypres staff of the battalion were out at the time and those in stores and transport were advised to get outside the town and await the outcome. They would have waited many days for a cessation of shelling.

When, after the first half dozen shells, the people realized what was going forward, panic set in. The exodus commenced. Thousands of people who had lived in Ypres throughout the war, thousands of new arrivals tempted by the apparent tranquility of the neighborhood, soldiers of the allied armies. All took the same trail—the one road out of town to safety. It is a narrow street running down to the canal, and. On reaching the Yser Canal it turns left and runs out to Elverdinghe and Poperinghe. At the bend the massed refugees shoved through a curtain of shell fire that drove them wild. One woman, frantic, jumped in the canal. That arc of the road quickly became known as "Dead Man's corner." It is wonderful that under such conditions the troops on duty were able to keep hold of their discipline. It was infectious to run wild. It was strong men pushing women and children aside to get past the gate of hell and out into the country. Past that corner swept thousands. From all parts of the city they came. Some were strong in their fear, others tottered from the fumes of gas shells. Old people were in the majority. There were many, very many women, and most of them carried or led children. That night and those scenes may mark the future lives of those little ones who escaped. The horror of the storm of explosions could be expected to hurt

the brain of a strong man. The crashing and reading of bursting shells, the cries of wounded [illegible] the cracking of burning houses, the dazed look of nameless terror on all faces—these speak as Ypres in the massacre of 22nd.

Transport wagons of the Eighth were ready loaded at 6.30 but these were worked out an hour earlier than usual as a measure of safety. In charge of Quartermaster Sergeant Burton they lay outside the city until darkness deepened and then proceeded towards the trenches passing through a hail of shrapnel all the way as the roads were marked by the German gunners. On this night under such conditions of grave danger the transport was called upon to carry through a phase of its work, which is extremely heroic but not spectacular. All those on the column had the one thought "We must get to the boys." They plodded on the feeling they endured being that of a man continually struck at without being able to hit back. It was a noble and inspiring sight to see the doggedness of the party each company being represented by one quartermaster-sergeant. On this occasion they were Sanders, Townsend, McDonnell and Kay. Arriving at headquarters the wagons "off-loaded" and started on the return journey. Company quartermaster-sergeants remained behind for a time to distribute rations and they had to walk back. In the meantime the transport had reported back to its old billet, which had several times been shrunk and directed by Lieut. Fitzmaurice, quartermaster the whole unit moved out to a field about one and a half miles from town.

Going back to events earlier in the evening. It was midnight when the transport made its move. The city was rapidly emptying and the great exodus was at its height, about 6.30 p.m. Old people had sick, aeroplanes many of whom had been bedridden for years or had performed remained near the family stove brought up the rear of this big army of refugees. There were many sights to make the heart sick, but most of them passed in the confused panorama. I saw one old man, an elderly man eighty years, trundling a wheelbarrow in which was an old lady of equal age, a bit her last friend no. She was perhaps his wife. He [illegible] every ten feet, but none offered to help individuals attended strictly to their own business. [illegible] saw a woman with four children all crying and standing helpless and undecided near "Dead Man's Corner." A Canadian staff officer, Major Roberts, rode up and took her systematically in hand. He placed the little family in care of an Eighth Battalion corporal with instructions to have the helpless party placed in safety. Mother and little ones were accordingly conducted to a farm house where she was joined with terrified refugees, including many men. The man in charge, answering the question is the woman and children would be placed there, said he was very much touched by their condition, his almost cried I escaped that the [illegible] family would be forced to stay out in the night, but by the contrary and process was throwing out of the house several of the men had installed on admittance for the party the situation was changed. The owner of that house was introduced to practical charity.

After the refugee masses passed the "Dead Man's Corner" they left a new kind of torture. Knowing this road to be the only practicable one from Ypres, the Germans had directed on it a shrapnel fire with the accuracy. It drove the poor civilians into the ditches. They were flocked into the fields, running here and there and how hindered by the menace which followed them everywhere.

Blocked roads created difficulties for the army transport systems. Motor ambulances ammunition carriers and even guns were held up for some time. Towards nine o'clock, however the refugee army had passed through Vlamertinghe, leaving the thoroughfare open for work. Then commenced marching hours for the transports of several departments. To reach the scene of duty they had to pass through the gauntlet of Ypres. Death did not stop them. Splendid deeds of self sacrifice were performed. Horses, struck by flying shells, and even men, were hurriedly placed aside while the work went forward. It was inspiring

to see those convoys dash through Ypres, men low on the horses' necks with the blaze of burning buildings throwing the lurid light over all. Many were left behind in Ypres. Even then two weeks after the first bombardment, bodies remained in the city, the majority civilians.

When the Eighth battalion transport was located in comparative safety in a field the task was to get together all the battalion members of the staffs who had been unable to make a rendezvous. These were scattered over the countryside, and company quartermaster sergeants passing through Ypres that night didn't know where central headquarters were. It was a needless risk of life to have a man placed at the stores, so, as a guide, a man was posted at a junction of the Vlamertinghe road at which all coming from Ypres would be reached. In this way all stragglers were picked up before the following noon, including the company quartermaster sergeants who had passed the night in a barn between some of the British batteries and the German lines. The constant passage of shells over the barn caused a veritable wind.

On the third the task of removing stores from Ypres was commenced. This was particularly hazardous, the bombardment being still in full force. With commendable coolness the transport drivers and quartermasters' staffs went into Ypres and salvaged all perishable supplies and those in immediate demand. These removed, the clothing and mail were rescued. Every single article was carried away to safety and it is marvellous that during the several days of salvaging not a single casualty was suffered.

Meanwhile, supplies were transported regularly each evening to the trenches. On only one occasion did the victualling department fail to connect with the battalion, and then the hot stew cooked up in the mobile cooker was distributed among members of a territorial battalion. These trips with food and comforts for the fighting lads were full of adventure and risk. Special efforts were made by the enemy to obstruct the roads and it is subject for marvel that only one casualty was suffered. Private Sackhurst, driver, was caught in the back with shrapnel. The loss in horses totalled three. That other battalion transports were not so lucky can be gathered from the fact that many horses and limbers were passed on the roads, perforce abandoned. The Eighth also lost transport—the officers' mess wagon.

Fair luck continued with the battalion, because not an hour after it left a field to which it originally moved from Ypres to a safer place near Vlamertinghe several shrapnel were popped over and then killed horses of a succeeding transport.

During all these days of stress in and about Ypres the greatest anxiety was felt for the battalion, and this was heightened by the many reports which reached the outside. No actual news was available until the remnants of the gallant force marched from the trenches on the ninth day from the day they occupied them. Stragglers had come in and they told disjointed stories of decimation. It was known that the French African troops had retreated from their trenches and territory which lay between the Canadian left and the Yser Canal, because on the night of the 22nd they came streaming down the roads to Ypres throwing away arms and equipment, and helping by their example to add to the terror of the refugees. It must be remembered, however, that these soldiers had received the full effect of the gas, used for the first time, and some excuse is provided for their action.

The shelling and bombing of the transport and stores, which had resulted in many moves as the range was established, eventually bred a "don't care" feeling among the staff. As one Irish boy epigrammatically put it:

"What's the use of dodging? Those shells you hear coming over have already gone by." That's a philosophy, however, which has not generally been accepted. I remember—and this is an actual occurrence—seeing a piece of shell travelling along the Ypres-Vlamertinghe road which was no doubt a piece of a Johnson from

in Ypres explosion. It rushed along for all the world like a very fast cricket ball and the way it was dodged was a wonder of agility. It was brought up by a tree in which it stuck and was still hot when dug out. Another thing the Germans had a trick of putting two shrapnel shells over the road in such a way as to make confusion. Hearing the first, travellers would immediately drop in a convenient ditch for protection against the second and transport drivers would whip up to get past the danger zone.

It is well known that Ypres and district were full of spies at the time of attack and the way the shells dropped near transports and passing MMPs and even ambulances betrayed evidence of inside information. Several informers were arrested on the 22nd and 23rd and I saw one Hun escorted out of town by military guards. He was an old peasant apparently. Then you'd not have suspected beings of plotting in his mouth as the old wives say.

Taking it all round, those of the Eight Battalion who were in Ypres during its bombardment, and who duly took them through in screen littered with dead and dying experienced a phase of the battle which will entitle them to say with the gallant boys of the trenches "Yes, I was there."

G. W. GORMAN

Lieut. Colr. Geo. Gorman,

8th Canadian Battalion.

Prehistoric Relics

BY MR. PETER McKELLAR

The following paper is a copy of the report by Mr. Harlan I. Smith, Director of the Geological Survey, Ottawa, of the prehistoric relics found in the valley of the Mamainistiquia River 1918:

Geological Survey, Ottawa,
November 21, 1918.

Mr Peter McKellar,
466 John Street,
Port William, Ontario.

Dear Sir,

On my return from the field, a copy of your letter of August 7th 1918 addressed to William McLaren, Director of Geological Survey, Canada, was referred to me for attention. I have only now completed my examination of the material, and my consultation with the palaeontologists regarding the bones.

In reply to your request for advice as to what to do with the specimens, I would state that we would recommend and be very glad if you would present the five copper specimens marked c1, c2, c3, c4 and c5, to the Museum of the Geological Survey, Ottawa, where they will be available to students at all times. In case you are agreeable to this please send on specimen c3. I may state that there is certainly no place in the world where these specimens will be better cared for in the interests of Canada, and that there are only a few other places in Canada where they would be likely to be found, with full data. I found at all. If you had a really permanent museum with a fully trained archaeologist or museum man in charge at Port William I would advise that the specimens be kept there but that I regret, we can hardly expect for many years.

Is it your intention for us to keep the drill photograph of the bones and copper specimens? We would very much like to keep it to our files and if possible to have another copy.

Your letter to William McKenzie dated August 7th and the box of specimens (bones marked on specimens and on photograph, B1—B18, and B19—B25 inclusive; four copper objects marked on specimens and on photograph, C1 to C5 inclusive; fine sand and clay from forty-foot layer marked B6; hard stratified clay from sixty-foot layer marked B8, and piece of wood found near burned mammoth tusks, was also referred to me.

I have also received a copy of a section with legends prepared by you to show the location of the site where the specimens were found, a copy of your letter of September 21, and a newspaper clipping. Please let me know what newspaper the clipping is from and if we may keep it.

According to Dr Lawrence M. Lambe, Vertebrate Palaeontologist of the Geological Survey and Mr Sternberg, Preparator of Palaeontological specimens of the Survey, the bone marked B21 on the photograph is of a cloven footed animal, possibly a buffalo or a specimen of domestic cattle. This bone was sent with the specimens sent to me and without [illegible] further report is difficult.

Bones marked B1 to B10, and B13 to B18 inclusive, Dr Lambe and Mr. Sternberg [illegible] to be those of the horse and Dr Lambe identified Mr Sternberg to considered that most of them belong to one individual, and probably all of them belong to the same individual. Bones marked B19 and B25 appear to have been on the surface of the ground for some time and apparently were not found with the horse bones marked B1 to B10, and B18 to B25 inclusive. In fact the rib marked B24 appears to have been in with a saw which instrument in mammoths among prehistoric North American tools. The bone is probably very recent and not for most since white man came to the region.

The point with flanged tang made of copper marked C1 on the photograph, is characteristic and typical of prehistoric Indian handiwork. Many

like it have been found. They belong to a rather highly developed and comparatively recent culture.

The piece of wood bears two cuts that appear to have been made with an axe, but it is apparently of no value as there is no means to tell positively whether the cuts were made with a prehistoric or modern axe.

Please let me know which of the specimens if any you wish returned. We will be glad to keep the spearhead made of copper if you will kindly present them to the Museum of the Geological Survey, Canada, and will discard the piece of wood and bones, and submit the nodules and samples of clay (E1 and E2) to the Geologists unless you wish to retain them.

Was the Stanley human bone find 800 feet north of the bone and copper find in the turning basin excavation of the Canadian Car and Foundry Company?

The cone-shaped point (C3) made of copper is of a typical form, as is also the large adze. Both are very good specimens. The two hooks appear to have been cleaned.

Was the hole in the adze C7 made by workmen before it was discovered or found? One would hardly think a pick would be driven through such a heavy piece of copper with the usual digging stroke. Who found each of these specimens?

Would it be possible to secure further data about the skeleton found on Mountain Avenue, and if possible any or all of the bones and other specimens?

I would be very glad to receive any further facts about the four finds of which you wrote, and as complete an account as can be sent of all the other archaeological finds made in Canada. If you will treat of each find separately it will greatly facilitate my work. I enclose copies of the notes I have made from your letters for our files. We place one copy under locality and one copy as a cross reference under each subject mentioned as indicated on the left margin of each item. I have been working on the distribution of prehistoric copper objects throughout Canada and these items are consequently very welcome. I do not wish to publish the distribution of prehistoric copper work in Canada while there are prospects of easily securing additional ones. Please let me know if you can where each of the specimens now are, giving full name and address, with catalogue number if any of each specimen.

Would it be possible to secure any or all of these specimens for the Dominion collection?

You can be of great service to Canadian Archaeology if you will continue to send me accounts of archaeological discoveries, description of specimens, with maps and photographs and specimens when possible.

Yours very sincerely,

HARLAN I. SMITH

COPY

Dec. 4th 1918

To the Director Geological Survey
Ottawa, Ont.

Dear Sir

I received your report of the relics bones and copper discovered in Kaministiquia Valley Fort William.

I am thankful to you for your report. It explains the conditions very well. I will try and answer the points presented as soon as I can gather the information.

Enclosed please find a short statement by the Times-Journal of Fort William.

Yours truly

PETER McKELLAR.

In excavations made by the Canadian Car and Foundry Company Limited, for launching ships at a depth of about forty feet below the surface and eighty feet north from the turning basin of Kaministiquia River Fort William Ontario, July 27 1918, prehistoric animal bones about 18, marked B1 to B18 and B19 to B25, a spearhead marked C1 on photograph made of copper and a piece of wood, were discovered. The enclosed photographs will give a good idea of the specimens. Mr. Peter McKellar and John street Fort William copy of this and photograph August 7 1918 letter August 18 1918, and copy of letter September 1

this.] (Newspaper clipping, September 20 1916.)

Only one photograph was received. Harlan I. Smith.)

8x10 photograph of bones B1 to B16, and copper objects, C1 to C5, by Fryer's Studio, Fort William, sent by Peter McKellar.

The bone marked B11 on the photograph is of a cloven-footed animal, possibly a buffalo or a specimen of domestic cattle. Mr Lawrence M. Lambe, and Mr Charles W. Sternberg, Geological Survey November 20, 1916.

The bones marked B1 to B10 and B14 to B16 inclusive on the photograph, are of the horse, probably all and certainly most of them are of one individual. Lambe and Sternberg, November 20 1916.

The bones marked B12 and B13 on the photograph appear to have been on the surface of the ground, and apparently were not found with the horse bones marked B1 to B10 and B14 to B16 inclusive. The rib marked B13 seems to have been cut with a saw which instrument is unknown among prehistoric North American tools. It is probably very recent and cut for meat since white man came to the region. The forty feet of deposits in which these specimens are said to have been found, must be very recent, or the objects must have been placed in the deposits recently. (Harlan I. Smith.)

In the Stanley Avenue sewer, copper was found about six hundred feet to the north of where the bones and copper objects were found in the excavation made in 1911 by the Canadian Car and Foundry Company Limited, in the Kaministiquia valley Fort William, Ontario about forty feet below the surface. About 1913 a cone-shaped point made of copper two hooks made of copper a flanged adze made of copper marked C2 C3, C4 and C5 on photograph and many other tools made of copper wire discovered. Some of these were presented to the Thunder Bay Historical Society. (Mr Peter McKellar 432 John Street, Fort William, copy of letters, August 16 1916, and September 9 1916.)

The [illegible] as six hundred feet distant in same geological horizon. Copy of McKellar diagram McKellar letter September 9-1.)

The two hooks are nearly square in cross section, tapering to a point at each end, have small hooks at the top. The shaft is nearly straight with a turn slightly sharper than a right angle to form the hook, and an obtuse turn near the end of the hook, and appear to have been cleaned with acid. A hole in the adze appears to have been made by the blow of a pick harder than the usual digging stroke, and may have been made after the adze was found. (Harlan I. Smith November 20, 1916.)

At a number of places in the Kaministiquia Valley besides in the Canadian Car and Foundry Company excavation, the Stanley Avenue sewer, Mountain Avenue, and McKellar One, some points for arrows, tools made of copper, etc., have been found. Mr Peter McKellar 432 John Street, Fort William. Copy of letter September 8-1, 1916.)

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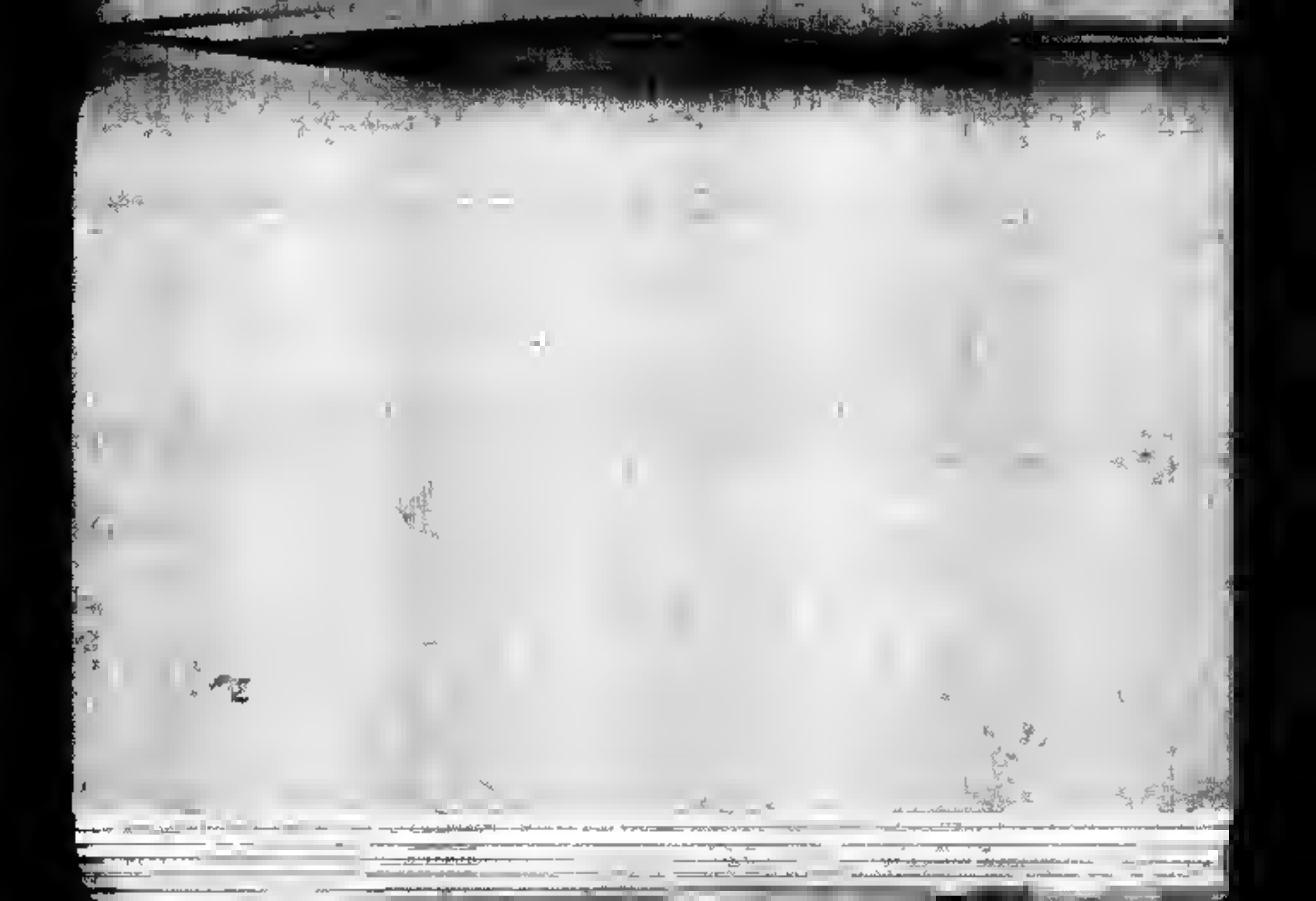

The Thunder Bay Historical Society

Ninth Annual Report

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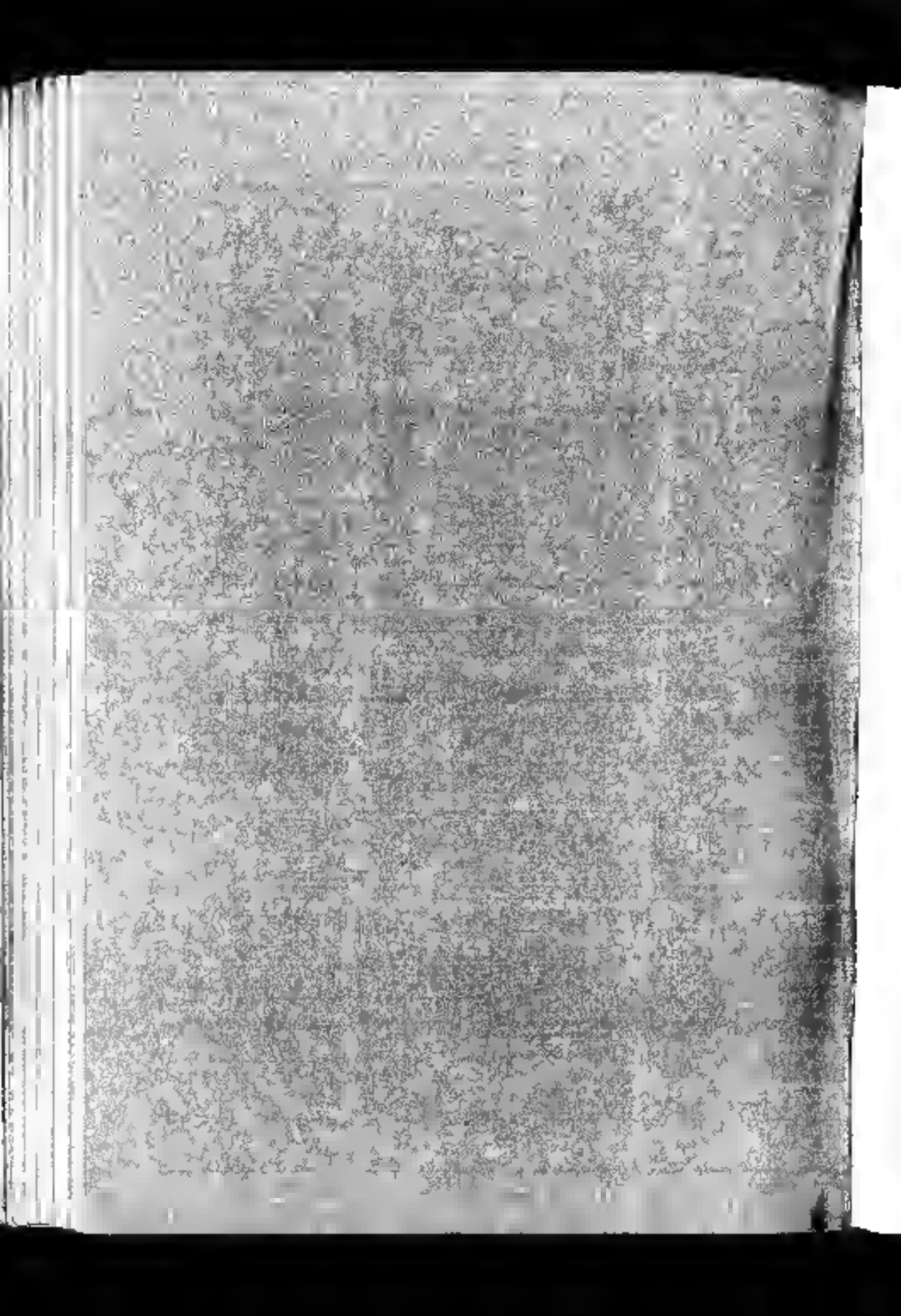

The Thunder Bay Historical Society

NINTH ANNUAL REPORT

Papers of 1918

The Thunder Bay Historical Society

Officers

Honorary Patron	Mayor H Murphy
President	Mr Peter McKellar F G S
1st Vice-President	Mr A. L Russell D L S
Secretary-Treasurer	M J L. Black

Executive Committee

Miss Dobie	Dr E. B Oliver
Mrs Jno. King	Mr F C Perry

Auditors

Mrs G A Graham	Mrs F C Perry

Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

MR. PETER McMILLAN

Ladies and Gentlemen and fellow members:

I am pleased that I can, in this the tenth annual meeting of our Society, record that the world war is ended, and with it, the fearful slaughter of life that has been incessant during the last four years. Autocracy has been destroyed, and buried deep, we hope, for all time. Christianity and freedom have won the greatest and most glorious human victory that has been recorded in history.

In the meantime, Joy and Grief go hand in hand together. Grief for the loss of the brave men and women who have suffered and died to save us and the coming generations from slavery, and joy that we have been favored by the help of God to win the great War.

I might mention that the November meeting was held over until December on account of the epidemic of influenza.

It is strange but true, the great murderous world war ended in the midst of an unknown and unaccountable deadly plague the Spanish Influenza, and it appears to have invaded all nations. It is like the "La Grippe," with other dangerous complications and often terminates in death very suddenly. Doctors and nurses were comparatively scarce so that untrained women had to be brought into requisition and bravely responded. Schools and public places in general, were closed for weeks. In some families only orphan children survived the "Flu" so that the suffering was pitiful. This locality Thunder Bay suffered much like other places but it seemed to be more severe in Winnipeg. I may mention a few outside reports to show general conditions in other places.

"The Toronto Globe Dec 14th, reports 5,000 deaths in the Samoa Islands out of a population of 35,000. Samoa is situated south of the Equator in the South Pacific Ocean.

"Toronto Jan 3.—During the last three months influenza and pneumonia took a toll of 7,154 lives in the province of Ontario. In October the death rate was the highest, 3,105 persons succumbing to the malady. In November the number fell to 2,804, while last month there was a further decrease to 1,650.

"The continued prevalence in some localities would indicate a recurrence of the epidemic," says the monthly report of the provincial board of health, which was issued today. The cities and towns reporting the greatest number of deaths including some late returns for November, are as follows:

"Toronto 232 Hamilton 183, London 24, Sault Ste. Marie 36, Ottawa 16 Windsor 36 Kingston 13, St Catharines 33, Peterboro 32, Port Arthur 36, Fort William 30 Niagara Falls 11 Guelph 27 Welland 31 Sarnia 11 Sudbury 27 Kitchener 12 Wallaceburg 42 Uxbridge 14 Huntsville 15 Midland 11, Collingwood 12, Fort Frances 16, Rainy River 8, Dunnville 11 Dundas 8, Kenora 8, Trenton 6 and Pembroke 8.

The statistics are compiled from the returns of the undertakers.

At the Medical Convention last month in Chicago doctors disagreed as to the value of Immunization for influenza or the nature of the influenza germ. It is to be hoped that science will have discovered the antidote for the "Flu" poison before a possible recurrence of the plague.

SHIPBUILDING

Two fine wooden steamers, the 'War Slonx' and the 'War Nipigon" were built, and launched into the Kaministiquia River this summer and large crowds of people witnessed the christenings. These boats were built by the Great Lakes Dredging company and were the first large boats built in Fort William.

Again, during the summer 1918, there have been built twelve fine steel steamers (mine sweepers) for the French government by the Canadian Car & Foundry Co in Fort William.

They were all finished and launched before the end of November and is reported to be a record-breaker in fast boat building

I may mention the sad story of two of these boats the Inkerman and the Corinolies that were lost with their precious French marines numbering about 78 souls All were lost. They left Fort William on the 23rd of November rejoicing in their expectation of soon reaching their homes far away but, alas they met their homes in the stormy waves of Lake Superior One of the saddest events recorded in the history of the Great Lakes

PREHISTORIC RELICS

I may mention the discovery made in the valley of the Kaministiquia river last May of prehistoric relics of bones and copper instruments I being the President of the Thunder Bay Historical Society investigated the matter The relics were discovered in a deep excavation that was being made by the Canadian Car & Foundry Company for launching the steel boats (mine sweepers) that were being built for the French government The relics were found at a depth of 40 feet below the surface in a stratum of clay sand and silt, about 60 feet north of the Kaministiquia turning basin and about 10 feet below the surface of the River The indications pointed it to be of historical value The discoverers kindly agreed to let me place the samples on exhibition in the Public Library and get a scientific report made of them. The Librarian, Miss M. J. L. Black, kindly agreed and I got a fine photograph made of the fifteen pieces on a plate on a scale one-fifth natural size. A copy of the photo was mailed to the President of the Geological Society Ottawa, enquiring as to what should be done with them The Acting Director Mr Wm McInnes recommended boxing them, and sending them direct to the Geological Museum, Ottawa, where a thorough examination and report would be made by capable Palaeologists and Archaeologists

I sent the samples and the information requested, and they have been referred to at later meetings. The report by the Director of the Geological Society on the result of the examination of the samples has been read and will appear in a paper in the Ninth Annual

PETER McKELLAR

MISS M. J. L. BLACK

SECRETARY TREASURER

Secretary-Treasurer's Report

MISS M J L BLACK

Fort William, Dec. 17th 1918.

To the President and Members of the Thunder Bay Historical Society

Mr President and fellow members

I have the honor to present the following report as secretary-treasurer for the year 1917 1918

During the year we have had six regular meetings the dates speakers and subjects, being as follows

Oct 27 1917—Mr Peter McKellar Mining on Silver Lake

Nov 19—Miss Stafford Canadian Northern Railway

Feb. 1 1918—No special speaker

Feb. 23—Mr McKellar Brief incidents existing to mining on Thunder Bay previous to 1870.

April 12—Sergeant-Major Gorman second battle of Ypres.

Sept 27—Mr McKellar some archaeological information regarding this locality

All of these addresses were most enjoyable, and were greatly appreciated by our members We have eighteen members in good standing with a regular attendance of about fifteen.

In the death of Mr Donald McKellar our society suffered a very great loss He was always greatly interested in the work of the society and was always willing to help in every way As a member and a friend we miss him greatly

Financially our society is in an excellent condition We have reason to congratulate our president on his success in lessening the debt on the tablet At the present date it will soon be entirely paid for Our financial statement covers the official year Oct. to Oct., and is as follows

RECEIPTS

Oct 1 1917 bal in bank	$ 43.67
Fee (Misses Livingstone)	1.50
Government cheque	100 00
Fees—Mr and Mrs Oliver Misses Stafford and Grant, Mr and Mrs McKellar Mr and Mrs. Graham, Mr D Davies, Mr and Mrs John King Mr and Mrs MacEdward Mrs Sheak Mrs Layburn and Miss Pamphylon	13.50
Donations W S Piper	50.00
Alderman Edmison	5.00
Mayor Murphy	25.00
	$227 67

EXPENDITURES

Mrs Gladstone, payment on monument	$125.00
Times-Journal printing annual	91.25
News-Chronicle advertising	1.25
Oct. 1 bal. in bank	10.25
	$227 67

The following memo. brings our statement up-to-date

Received

Government grant	$100 00
Donation O R Duncan	10.00
Donation M. S. Rutledge	5 00
Donation Clarence Jeakson	25.00
Donation, R. M Walker	15.00
Donation G W Brown	0 00
Membership fee. Mr and Mrs. J E. Rutledge	2.00

We have paid out $50 00 on account for monument, leaving us with a balance in the bank tonight of $122 92.

We have paid Mrs. Gladstone $125 on account, leaving a balance still due of $17.50

All of which is respectfully submitted

M J L BLACK

Secretary-Treasurer

The Decennary Anniversary

THE ORRESIDENT

It seems desirable that the work accomplished during these ten years should be briefly reviewed. We have been working under difficulties as comparatively few very few of the population of the Twin Cities have become interested in the work. The Society is affiliated with the Provincial Historical Society and invested with charteral powers. The work should be promoted and the early history preserved, to instill patriotism into future generations.

We have accumulated a considerable amount of valuable material to help writers and historians in their work, as well as interested individuals who love their country.

We have published nine Annuals, containing many matters relating to the country more especially to the District of Thunder Bay. The papers prized the most are those written by the present and past pioneers. Next, the papers written by experts or persons most familiar with the various branches of industry upon which they write. For example, for municipal matters, Mr J J Wells many years tax collector for railways and harbors Mr A L Russell, C.E and the pioneer surveyor and engineer in Thunder Bay and so on.

We have distributed many copies of these Annuals to individuals in and outside of the District, as well as to many historical societies and scientific institutions throughout Canada and the United States. In return we have received many publications.

We have gathered anecdotes, pictures, photographs, pre-historic relics and early local newspapers including a file of the "Thunder Bay Sentinel" from its inception 1875 to 1894 about twenty years only a few copies are missing. Also a list of historic landmarks as the Sea-Lion, Sleeping Giant, Point daMouron, Pot-Holes, etc. The dates and localities of local public works as turning the first sod of the C.P.R., pressing the first button of the first electric power etc.

The following is a list of the papers, writers and illustrations appearing in the Annuals

Contributors of Papers to Annuals of the Thunder Bay Historical Society

FIRST ANNUAL

1 Alexander Calhoun, Secretary—Preface to the Thunder Bay Historical Society

2 Peter McKellar F G S—Introductory Address.

3. A. L. Russell C.E., D.L.S.—Col. Wolseley's Expedition.

4. Fergus Black, B.A., M.D.—Legend re Thunder Bay in verse.

5. John McLaurin pioneer—Early home-making in Thunder Bay

6. John King Esq.—Re Early Railway Construction C. P. R.

7 Miss S. Stafford—Ode to Lake Superior

SECOND ANNUAL

1 Mary A. Slipper—Secretary's Report.

2 Miss C. C Grant—Treasurer's Report.

3. Donald McKellar Esq.—Re Military Expedition, 1870.

4. Miss E. Dobie—Girlhood Days of Earlier Port Arthur

5 Harry Sellers, Esq.—Grain and Elevator s History in Twin Cities.

THIRD ANNUAL

1. Miss C C. Grant—Secretary-Treasurer's Report.

2 Miss M. J L Black—Re Public Library

3. A. A. Vickers Esq.—Indian Treaty in Fort William, 1850

4. Dr T S Smellie,—Re Relief Society in Thunder Bay

5 F Fregeau Esq.—Journalism in Thunder Bay

6. Mrs. F C. Perry—Re Pioneer Newspaper

7 Miss Mary McKellar—Pioneer Poem.

d Peter McKellar Esq.—Contest for Terminus of C.P.R. between Thunder Bay and Nipigon Bay

9. Miss Sarah Stafford—Port Arthur in Ye Olden Time

10 W J Hamilton, School Inspector—Early History of Silver Islet.

FOURTH ANNUAL

1. Miss C C Grant—Secretary-Treasurer's Report.

2 Miss M J L Black—Secretary-Treasurer's Report.

3. Miss M Slipper—Early Port Arthur Boom.

4. Peter McKellar, Esq.—Otter Head Tie Swindle

d J J Wells Esq.—Municipal History of Fort William

d Miss J Rollin—Fort William Missions.

7 Donald McKellar Esq.—Early Mail Service in Thunder Bay

FIFTH ANNUAL

1. Miss M J L Black—Secretary-Treasurer's Report.

2. Miss S Dobie—Pioneer Women of Port Arthur

3. Peter McKellar Esq.—Re Twin City Harbors.

4. D Smith Esq.—Re Newspapers.

5 Dr E S Oliver—Department of Health

6 W C. Dobie Police Magistrate—Atlantic Voyage 63 Years Ago.

SIXTH ANNUAL

1 President's Address

2. Secretary-Treasurer's report.

d Peter McKellar Esq.—The Original Kam Club.

4. A. L. Russell D.L.S.—Brief History of Fort William Middle of XIX. Century

5. A. L. Russell D.L.S.—Brief History of Port Arthur

6 Peter McKellar Esq.—Fort William's Early Newspapers.

SEVENTH ANNUAL

1. President's and Treasurer's Addresses.

2. Peter McKellar Esq.—Historical Landmarks in Thunder Bay

d Peter McKellar Esq.—Turning First Sod of C P R.

4 Times-Journal—Shipping Trade of Fort William and Port Arthur

d Miss M. V Moberly—Looking Backward.

6. Gay Page—Legendary Lore of Lake Superior

7 Times-Journal — Unveiling of Monument.

EIGHTH ANNUAL

1. President's and Secretary-Treasurer's Reports.

2. Times-Journal—Historical Landmark Vanishes.

3. Mrs. P McKellar Mrs. E S Oliver—Early Schools of the Twin Cities

4. Miss Sarah Stafford—Reminiscences of Fort William Railway Builders of Canada.

d Miss Margaret Cross—Valuable Records.

SOUVENIR, 1914

1 Peter McKellar Esq.—Re Fur Traders.

2. The Inscription on the Obverse Side of the Tablet

3. The Inscription on the Reverse Side of the Tablet

Illustration—A fine cut of the Memorial Tablet

ILLUSTRATIONS

FIRST ANNUAL

1 Page 4—Fort William in 1854

2. Page 16—Elevator A First Coal Dock and Stone Fort.

3 Page 17—Kaministiquia River Early Days.

4 Page 18—Platform from dock to road leading into the Fort about 1870

d Page 20—The Ice-jam of 1884 on the Kaministiquia River near mouth

d Page 21—The Ice-jam of 1893 on the Kaministiquia River near its junction with the McKellar River

7 Page 22—Two sections of the Kaministiquia Harbor Channels

8. Page 24—Fort William, 1913

SECOND ANNUAL

1 Page 4.—Peter McKellar photograph

2 Page 8.—Mrs S E Slipper photograph

3 Page 14—Miss C. C. Grant, photograph.

4 Page 12—Mr Donald McKellar photograph.

5. Page 14—Miss Belle Dobie, photograph

6. Page 26.—Mr Harry Sellers photograph.
7 Page 26 — Grain Elevators photograph

THIRD ANNUAL

1 Page 2.—Peter McKellar Esq., photograph
2. Page 4.—Miss C. C Grant, photograph.
3 Page 6.—A. A. Vickers, Esq photograph
4 Page 16.—Dr T S T Smellie photograph
5 Page 23.—Mrs F C Perry photograph
6. Page 28.—Miss Sarah Stafford photograph.

FOURTH ANNUAL

1 Page 2.—Peter McKellar Esq., photograph
2. Page 4.—Miss C C Grant photograph.
3 Page 6.—Miss M. J. L Black, photograph
4 Page 8.—Mrs. M. Slipper photograph
5 Page 16.—J J Wells, Esq photograph
6 Page 26.—Miss J Robin photograph
7 Page 31.—D McKellar Esq photograph.

FIFTH ANNUAL

1 Page 4.—Photograph, Peter McKellar Esq
2. Page 6.—Photograph Miss M. J L Black
3 Page 8.—Photograph, Miss Belle Dobie
4 Page 28.—Photograph Dr H E Oliver
5 Page 21.—Photograph, W C Dobie, Esq

SIXTH ANNUAL

1. Page 4.—Peter McKellar photograph
2 Page 10.—A. L. Russell D.L.S., photograph.
4 Page 14.—Fort William, from painting June 15th, 1906

SEVENTH ANNUAL

1 Page 4.—Peter McKellar photograph
2 Page 26.—Cut showing the obverse and reverse sides of the monument erected to the memory of the Fur Traders

EIGHTH ANNUAL

1. Page 4.—Peter McKellar photograph.
2 Page 6.—Miss M J L Black photograph
3 Page 12.—Mrs P McKellar and Mrs. E H Oliver photograph.
4 Page 12.—Ogden School, Fort William
5 Page 16.—Collegiate Institute, Port Arthur
6 Page 24.—Mrs J M Shurk photograph

Our chief work has been the erection of a monument to commemorate the fur-traders the real Canadian pioneers and the loneliness made famous by their works on the Kaministiquia River in Thunder Bay

In 1913 the society appointed a committee to look into the matter and formulate a plan for a suitable monument. The tablet was decided upon and a contract drawn up with Mr D. Gladstone of the Marble Works Fort William in 1914. The stipulated price was $1,000 00 for the tablet, not including the environment

The granite tablet was being made in the quarries in Scotland and was cut out and polished when the great world war broke out. The Scotch manufacturers would not be responsible for completing the contract, which called for the engraving of 2 000 letters The tablet unfinished, was shipped direct to Fort William. Mr Gladstone had to take the word in hand which required a very long time It is said to relate Mr Gladstone took ill and died before the work was completed Mrs Gladstone got it finished in 1916.

The work was being done by voluntary subscription and we did not expect to raise funds during the fearful conflict. Unexpectedly however small amounts continued to come in, so that the contract was nearly fulfilled by the close of the war

The tablet was finished and prepared for unveiling in early October 1918. Mrs John King and Mrs. G A. Graham moved that we approach Sir George H. Foster who was expected

in Thunder Bay in a few days, and ask for his favor in this worthy cause.

On the 12th of October 1916 Sir George E Foster Minister of Trade and Commerce availed himself of the pleasure of unveiling the great tablet, while the members of the Thunder Bay Historical Society had the honor the joy and the satisfaction of witnessing the crowning ceremony of the unveiling of the monument. A beautiful photograph was taken during the unveiling and was copyrighted.

The president of the Historic Landmarks Association of Canada wrote me in October 1916 asking for a copy of the chief historic land site in Thunder Bay as the Historic Landmarks Association desired to have it incorporated in the first series of the directory which was then in course of preparation Mr A. L. Russell and myself had been appointed to attend to the historic land sites and had prepared a plan of the old Hudson Bay Company's post, a plot of 15 acres We mailed this plan as well as the unveiling pictorial view The latter was selected for the directory and given a prominent place

In closing I wish to thank all our co-workers for their continued help and I am sure that all will join me in sincere thanks to our faithful secretary Miss M J L. Black.

PETER McKELLAR.

The Enterprise Mine

NOTES FROM THE ROYAL COMMISSION'S REPORT

This property consists of Lot C, in the Township of McTavish in the District of Thunder Bay in the Province of Ontario and contains four hundred (400) acres, less the right-of-way of the Canadian Northern Railway which passes through it.

The property was discovered in May 1866 and a shaft was sunk to a depth of about 250 feet. The following particulars are taken from the Ontario Government Report "Report of the Royal Commission Mineral Resources of Ontario (1890)"

"In May 1865, Messrs. Peter and Donald McKellar discovered an important vein of galena cutting the limestone rock marl of this (Nepigon) formation at a place about three miles west of Black Bay in what is now called the Township of McTavish. The property has been successively known "The North Shore, "Lead Hills, and "Enterprise Mine. The vein runs about north 50 degrees east, and the red marl is here associated with grey sandstone but red granite, which is largely developed in this region, rises as a low bluff about 300 yards to the north of it and was encountered at a moderate depth in working the vein. The gangue is quartz, calcspar and baryties and the total width of the vein is from six to eight feet, of which from three to four feet consisted for some distance of solid galena, with a little copper pyrites and vein matter. The mine was worked for one year and a considerable quantity of rich ore was shipped to the United States. According to assays made by Prof Chapman it contained an average of $17 worth of gold and $3 worth of silver to the ton."

The same report, at Page 147 also refers to this property "Mr E. R. Marvon—Lead is not as frequently met with on Lake Superior as Lake Huron as copper. The most promising vein I have seen on either lake was that of Black Bay already alluded to as the one in which Prof Chapman found the first gold. This was afterwards called the Enterprise Mine, and work was commenced upon it shortly before I resigned my position as mining inspector. From Mr Blue's descriptive catalogue of the mineral exhibit of the Province (Ontario) at Cincinnati, page 29 I see that a shaft has been sunk to a depth of over 200 feet and some 200 tons of ore taken out, but that it did not pay on account of the ore having to be sent to Swansea to be smelted such that in consequence operations suspended about 12 years ago."

The Ontario Bureau of Mines report 1918 Part II Page 15, refers to this property thus "A rich vein of lead ore occurs in a pale red limestone marl. Prof Chapman says of it 'The vein consists of a gangue of quartz with enclosed portions of wall-rock and some heavy spar etc., carrying a very strong lode of intermixed copper pyrites and galena. The vein itself appears to average about ten feet in width but at present it is to a great extent uncovered. The copper pyrites and galena although scattered more or less throughout the vein was principally in a solid body of at least four feet in width. The course of the vein is about N 65 degrees E and so far as this can be determined in the present undeveloped state of the vein the dip or underlie is towards the southeast at an angle of about 80 degrees. In one sample he found 3.10 ozs in another 11.62 per cent of copper. One of these samples also yielded 47.5 per cent. of lead. Another gave 38.3 per cent. of lead, nearly one ounce of silver and half an ounce of gold to the ton of lead.

Attached hereto is a memorandum of assays made on behalf of the parties then interested in the property.

This property is situated on the Canadian Northern Railway about 18 miles east of Port Arthur. The ore could be shipped to Port Arthur by rail and there transferred to steam

ore for shipment to refineries in Ontario or England

Dated at Port Arthur this 19th day of February A D 1918.

(COPY)

Assays From Mining Location C Township of McTavish District of Thunder Bay

Newark Smelting & Refining Works —Certificate of Assay Ed Balbach & Son 226 River street, corner Van Buren street

Newark, N J Aug 11 1886

Mr Geo R Wallace Port Huron Michigan

Dear Sir —We have assayed the sample of ore marked Algoma received August 6th and find it to contain 1 oz. silver per ton of 2 000 lbs 26.6 per cent lead Yours truly

ED BALBACH & SON

Per P M Dutton

From the same firm

Mr Geo. R. Wallace, Port Huron, Michigan

Dear Sir —We have assayed the sample of ore marked Enterprise received August 6th, and find it to contain 2 1d (2) oz silver per ton of 2 000 pounds 21.5 per cent. lead 9.5 per cent. copper Yours truly

ED BALBACH & SON

Per H. M Dutton

Chicago Smelting & Refining Company—Works corner Clark and 40th streets. General offices No 114 Dearborn street. Abner E Thomas President Barton Sewell, Secretary Treasurer.

Certificate of Assay

Chicago Aug 11th, 1886

This is to certify that I have carefully assayed for gold silver lead copper the sample of ore deposited by GEO R. WALLACE, and marked Enterprise (office No. 2252) and have found the same to contain to the ton of two thousand pounds gold, 1 oz. (1 10) (valued at $20 67 per oz.) silver 3d dd lead 24 per cent. copper 8 2 per cent.

GEO T DOUGHERTY

Assayer

From Chicago Smelting and Refining Company

Certificate of Assay

This is to certify that I have carefully assayed for gold silver lead the sample of ore deposited by GEO R. WALLACE, and marked Algoma (Office No 2261) and have found the same to contain to the ton of 2,000 pounds Gold 1 (1 1d) oz. (valued at $20 67 per oz.) $3.06 Lead 22 per cent.

GEO T DOUGHERTY

Assayer

New York Metallurgical Works — 104 and 106 Washington street E N Riotte Manager Mining Engineer and Metallurgist

New York September 4th, 1885.

Memorandum of Assay of Ore, marked Albion, for Geo. R Wallace, Esq

Test of low-grade ore—assayed for gold and silver

Office No 5 737 showed trace of gold and silver 17.6 per cent. of lead Gold value per ton of concentration of above showed (office No 5738) $5.60 Lead per ton. 40 per cent Very respectfully

The New York Metallurgical Works

E N Riotte Manager

(Seal)

Office of G A Mariner Analytical Chemist and Assayer 81 South Clark street, Rooms 49 51 and 53

Chicago, Ill Aug. 24 1886.

This certifies that I have assayed for GEO R WALLACE a specimen of ore marked Lady Mary for gold silver and copper with the following result per 2,000 lbs. Silver 6.5 oz. value per ton $12 25 gold traces found copper 13.6d per cent (Not assayed for lead)

G A. MARINER,

Analytical Chemist and Assayer

Chemical Laboratory and Technical Mining School J L Phillips, 22 State street New York, Consulting Engineer Examiner of Mines Mineral Assayer and Metallurgist In practice 43 years

New York, April 7th, 1886

Assay certificate for GEO. R. WALLACE North Shore Lake Superior Ontario—Location C. Results of fire assay Lead 40 1 per cent. Silver $2 35 per ton

J L. PHILLIPS.

Early Mining

BY MR. PETER McKELLAR

A paper by Peter McKellar regarding certain matters relating to early mining discoveries on Lake Superior more especially in the District of Thunder Bay —

Many of the incidents herein referred to would be lost to history if not recorded by McKellar brothers.

These reports can be relied on as being practically correct, as same are confirmed by written statements

In the early eighteen-sixties there were no real mining developments being carried on on the north shore of Lake Superior but many years previous in about 1845-46, there were extensive mining transactions being conducted on the Canadian side of the Lake. Native copper mining was flourishing about that time on the American side

In 1845 as is shown by Sir Wm Logan the Prince's Bay Mining Company started mining operations on Spar Island, west of Thunder Bay The vein was a spar vein containing copper glance ore with in places, a considerable showing of native and silver glance. A few shafts and drifts were mined and a large block of land measuring about two by five miles and containing about 6 000 acres, was purchased but mining operations soon ceased

About that time, being in the years 1845 and 1846, certain Montreal capitalists formed a company "This company engaged Prof. Forrest Sheppard, with a large party in the spring of 1846 (about the time the Prince's Mine was working) to explore and locate mining lands on Lake Huron and Lake Superior During the summer they had located some eighteen blocks of land along the coast—the Jarvis and Silver Island locations included—each block being about two by five miles (The above is quoted from Mining on the North Shore of Lake Superior 1874")

These great areas of mining lands, like those of the Prince's Bay lands, were allowed to lie undeveloped free from even government taxes for about twenty years, or until after the Thunder Bay silver mine was discovered by the McKellar brothers in 1868

The rich ness of the ore of the new discovery created an unusual amount of excitement on both sides of the International line. Premier John Sandfield MacDonald at the next session of parliament of the provincial government of Ontario, passed an act levying ten per cent. royalty on silver. Prospectors and mining capitalists took great exception to this and they succeeded in creating a furore in and out of parliament, so that the government finally decided to go in a body, as many members as possible to Fort William and investigate the silver deposits themselves and find out whether it would or would not justify the continuation of the royalty

Mr Richards the commissioner of public works was appointed chief and the beautiful steamer Chicora" was engaged for the expedition I judge that from sixty to seventy M.P.P's took advantage of this trip. The weather was beautiful and the members of the party played around on the Fort William green like kids

After a boat sail and tramp of about two miles over a bush trail, the party arrived at the silver mine I being the discoverer and in charge of the time, there were many questions asked of me regarding same.

After examination and consultation, the members as well as the commissioner came to the conclusion that the industry was an uncertain quantity although the ore leases were unusually rich, being two to three thousand dollars to the ton They were irregular in size and quantity through the quartz veinstone as we pointed out to the commissioner

These rich bonanza ores, hitherto unknown in this country became common in the later discovered mines, as in the case of the Silver Islet, the Beaver the Badger Mines etc

We also explained that the development of these mines depended chiefly upon American capital and that the Americans had a strong antipathy to royalty and would have nothing to do with it.

Mr Richards stated that there were large tracts of land owned by private parties in this country and the government was receiving nothing from them and must get a revenue to help developments. The government could see no way of getting this revenue except by means of a royalty.

A short time later I inquired from the commissioner why the government did not tax the land the same as the American authorities did whereupon he explained that the lands had been sold out and could not lawfully be taxed. Personally I could not understand why the government could not tax any private lands. The commissioner inquired from me as to the method of taxation on the American side and I informed him that the tax was two cents an acre on all private owned wild lands.

The commissioner did not intimate what would be done in the matter but at the following session of parliament the royalty was rescinded and replaced with a tax of two cents an acre on all private owned wild lands.

The mines prospered afterwards and many new silver mines were opened up in the district, such as the Shuniah, Silver Harbor, O'A and the famous Silver Islet mine, etc. This constituted the second mining boom.

More information regarding mining activities in Thunder Bay from the beginning of mining on Lake Superior up to 1874 will be found in the Pamphlet "Mining on the North Shore of Lake Superior 1874" by Peter McBallar. I will be pleased to present a copy of this pamphlet to the Society.

To go back to the early part of the eighteen-sixties, as previously referred to there was no practical mining being done in Thunder Bay.

The McEachern brothers (Duncan, Malcolm and Edward) Edward being better known as "Ned Duncan" the noted native copper prospector of the South Shore of Lake Superior. He had been for a time prosperous but eventually failed. He moved across the lake to Thunder Bay with his brothers to try and retrieve his lost fortune. The McEachern brothers continued their prospecting along Thunder Bay and Black Bay for two or three years with very slight success. They mined many pits on the fissure veins in the locality and discovered a large mass of galena ore (about two tons in weight) in the Arthur vein in the winter of 1866, about two miles west of Granite Point and Black Bay.

The fissure veins around Thunder Bay and Black Bay carry in places beautiful amethysts in the rocks. About the year 1868 the McEachern brothers mined about two tons of amethysts and loaded them into their little vessel in the fall and took them by water to Toronto where they tied up to the wharf for the winter and peddled their samples around the city.

Toronto at that time was small and it is reported that the amethyst industry was a marked feature on that occasion, and that the vendors spent the money regardless of value.

Dr Marsil of Montreal shipped about two tons of the Thunder Bay amethysts to the Montreal market about three or four years later with good results. Since that time the amethyst business has been dormant.

Of course the amethysts are not worked out at the present time and never will be, but as they are followed down in the vein fissures their cost increases. The surface samples were mostly all loose in the vugs and inexpensive to mine.

In the spring of 1868 my brother Donald and myself were prospecting for mines on the west side of Black Bay when we discovered the famous Black Bay Bonanza, Enterprise Mine which after a partial development we sold to Mendelsohn and Company for $24,000, $4,000 of which was paid to Judge R. K. Turner for a prior claim.

The company sunk a deep shaft and stoped hundreds of tons of ore. They also built a narrow-gauge tramway from the mine to Black Bay. The company shipped about two hundred tons of ore to Swansea for treatment. I was informed by Mr Kingsmill, the company's solicitor that the first shipment to Swansea yielded $53 per ton.

but a later shipment only yielded $13 per ton. It may be that as it may mining operations ceased the following season.

An analysis by Prof. E. J. Chapman gave the bonanza ore lead 47 per cent., copper 3.11 per cent. and the copper ore rib on the wall yielded 21 per cent. of copper averaging about $17 gold and $4 silver to the ton.

These veins intersect the indurated marls and sandstones of the Nipigon or Keewanaean Rocks as well as other underlying rocks.

After the discovery of the Enterprise bonanza we the McKellar brothers extended our explorations westward from Black Bay to, and past, Silver Lake and Loon Lake.

On that occasion in 1885 we discovered the well known hematite iron deposits immediately west of Silver Lake. This ore occurs in flat beds of irregular thicknesses with varying percentages of iron. The rich layers yield as high as 68 per cent. to 69 per cent. of iron practically free from deleterious elements. These ore beds occupy a position near the base of the Animikie formation and will undoubtedly be uncovered by mining in many other places between Loon Lake and Thunder Bay. A few of these deposits near the Bay have been found purchased and are being held for future development.

In the smelting of the Animikan and other magnetic ores these Silver Lake hematites will be valuable associates.

After the discovery of the iron we made several mining leases of the deposits and in 1880 sold the south-west 225 acres of Location No. 1 to some Buffalo and Chicago capitalists for the sum of $7,000. In 1905 25 years later we sold the other half of the location for a similar sum of $7,000.

About the time we discovered the iron deposits we found spar veins carrying a promising showing of the ores of copper, lead and zinc lying to the south and east of Silver Lake. At that time these metals were comparatively low in price not more than one-third of what they are worth today. We examined these veins carefully and opened a few pits on them. We also sunk a shaft 14 feet deep on vein No. A, on Location No. 2, Herrick's survey. From the showing we decided that the purchase of these deposits would be a safe investment although it would probably take some years to come in.

These lead and zinc veins of Silver Lake, Black Bay and Dorion Township belong to a series of fissure veins that are connected with the Great Geologic Fault of Silver Lake. I believe also that in this series of fissures are found the only real Thunder Bay amethyst veins of the country. It is only in the portions of these fissures that intersect the granitic or siliceous rocks that you may look for amethysts. Of course it is known that these fissures as well as other true fissures intersect all rock formations alike as Silicious, Cacurious etc.

I have seen many of these fissure veins in the localities above mentioned, namely Silver Lake, Black Bay and Dorion Township. They invariably show more or less of the ores of lead, zinc, copper and iron. No doubt there are many of the exposed veins that I have not seen, and many more under cover. It seems certain that valuable mines will be discovered and worked among these veins. The Enterprise bonanza ore lode and also the Caribou lead bonanza above mentioned belong to them.

These mines were worked about 50 years ago when the metals were extremely low in value and may yet be developed profitably. I noticed that the Silver Lake ores, as those in No. A. vein are much more regularly distributed through the whole vein alone than those in the Enterprise and Caribou veins and, I think, will prove a much more valuable milling ore.

It will be noticed that I have given in a few instances the price paid for mining locations, to give the reader some idea of the character of the deposits.

The above are only a few of the prominent incidents and conditions relating to the first and second mining booms in the district of Thunder Bay which reach up to about 1873. Herein I do not touch on the third silver boom of the eighteen-eighties as the Bonanza Badger Silver Mountain etc., nor of the gold boom on the Huronian, Empress and Lake of the Woods mines, nor of the other mines as the Sulphur Northern Pyrites mine, nor of the Ottokar Iron Mine.

PETER McKELLAR.

With the "Little Black Devils"

BY SERGT.-MAJ. G. W. GORMAN

PART ONE

An overseas volunteer battalion marching cheerily and confidently through the broken City of Ypres to a place of honor in the British battleline to a place of extreme danger where in the words of General Sir Horace Smith Dorrien The enemy was always truculent. The battalion is trained to the minute It has experience in defensive trench warfare gathered at Ploegsteert and Fleurbaix. The men know their officers and have full trust in them the officers have had opportunity to test and approve of the sterling mettle of the men Officers and men, back in the Homeland have worked and played together now they are a unit for the defence of national honor They carry the standard of an ancient regiment into battle for the motherland of Britain

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The volunteer battalion is crouching behind the meagre protecting walls of earth North of Ypres Enemy hordes are pressing forward through the use of forbidden gases they have created a gap in British lines and this gap commences on the left of the volunteer battalion's position To gain Ypres the German must throw his forces through the gap but the open door to success in the move is dominated by the volunteers from overseas On comes the enemy for the gap He gets rifle and machine gun fire from this opposing battalion To get through it seems this resistance must be broken Shell fire is directed on the volunteers now practically isolated rifles bear on the trenches then deadly mortars gas the fearful weapon shunned by national agreement but ruthlessly requisitioned by a dishonorable nation, is blown into the fortifications. Surely now the volunteer battalion must give path to the attackers So thinking the Germans come again with a weight of men to batter a way and send the British to rout. Deliberately the volunteers answer the order for rapid fire Back falls the German host. For a day and a night the struggle for the key to the door of Ypres goes on The volunteer battalion has that key If it can hold it until heavy reinforcements are sworn to the German offensive will come to naught. Everything now depends on that line of earthworks away out in the front. It would appear that no living thing could abide there All the deadly machines of war batter away at it. But the Prussian is forbidden to pass forbidden by a determination in resistance that will be remembered in history as an outstanding incident of the war In that forward flung line grim men, aged years by hours of fearful strain face a foe they away with the gas sickness dead lie in the trench bottoms wounded men nurse their hurts in silence. This was a fearful and deadly business but the German would not win a way into that gap while the volunteer battalion held the responsibility—AND THE GERMAN DID NOT Reinforcements came when the defenders were of a last desperate effort, when only a few remained to kill of that noble thousand before the Germans would claim victory

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The volunteer battalion has won a name. It is in first rank with other British regiments of glorious history In terms of blood it paid the price of success It is now counting the cost. More than half its strength capped officers and men dead on the field many missing—that term of uncertainty that may mean hope or despair very many torn and bleeding and maimed very many sickened of the fiendish bronchitis gas. All that are left of that splendid body of vigorous men lie exhausted and nerve racked in a field of "dug outs" where, like gophers they seek occasional refuge from a shell fire that still follows them A thousand went into battle—Four hundred came back!

This, in a brief sketch, is the story of the Eighth Battalion, 90th Winnipeg

Rifles. It is their story of the April battle of Ypres. The full description will be possible only when the narratives of its individual members are woven into fabric; when all of the very many incidents of valor of officers and men are collated it will be possible to make the history of that battle, as the Eighth fought it, complete. These will take time to gather and they will fill a volume. They will tell how each unit did its valiant work—how sections and platoons fought under impossible conditions; how the wounded were tended; how ammunition and food were provided; how the machine gun section stayed to the end; how the Commander Lt.-Col. E. J. Lipsett set a valorous example and how he was ably followed by all his officers; how the transport ran the gauntlet of death through Ypres during the terror of its destruction by shell and fire; how the signallers were practically wiped out repairing communicating telephones; how the scouts kept touch with the enemy and his movements; how the base stores were saved from Ypres; how many decided to stay with the wounded when headquarters was taken by the enemy. It is a noble and stirring story and claims a head in the battalion's history for April.

Leaving rest billets at Gudawaervelde on Wednesday April 14th the battalion was carried on converted London buses to Vlamertinghe and from there walked through stately Ypres, reaching the trenches past St. Julien the same evening, relieving part of a French Division.

The defences were light earth works as the continued firing had precluded construction. Immediately however efforts were put into effect to improve the locality and the good training at other portions of the line were of an avail. Forty-eight hours were spent in the trenches when the battalion was brought back for two days' rest in barns near the famous Yser Canal. On April 18th the Eighth returned to the firing line. Smith-Dorrien's words were true. The enemy here was always busy consequently companies were constantly on the qui vive. On this occasion Number One Company took left position, Number Two in centre, and Number Four on right. Third Company was in reserve about three hundred yards back and at battalion headquarters.

Developments commenced immediately. The enemy was especially active with trench mortars particularly known as "Black Marias". In daytime these shells could be detected in flight and in a measure avoided. Shrapnel came thicker than usual. It was apparent that the Germans were working on a movement. It is now known that the actual attack was on program for April 19th but unfavorable winds prevented the use of the gas upon which they relied. Shelling increased in intensity and the battalion stood to all through the 20th and 21st with only slight snatches of sleep, and even these were disturbed by frequent alarms. All through these hours of tension the battalion was industrious in adding to the defences. There were no traverses existing and they were commenced in order to provide protection against enfilade fire. However imperfectly finished they later served in some measure to help the battalion during later stress. Trench bombardment increased in ferocity on the 22nd and the battalion suffered the loss of Captain Burton, Captain Weld and Lieut. Raddall wounded. Count kept by some of the men placed the number of shells at 260 in two hours. That attacks were being pushed on the left was known by the continued rifle fire. Anxious and alert the 90th stood to arms all that night. At 3.30 in the morning of the 24th the Germans were observed to release quantities of heavy yellowish gas opposite the trench occupied by Number One Company. It stole out mysteriously towards the Third Brigade lines and the lines of the Eighth battalion.

What was this vapor? The battalion was soon to know. This was a new and devilish war device. It was wafted into the Eighth trenches, and many gallant fellows unable to breathe sank down in stupor from which many never roused. Only the stronger men manned the parapets. As the breeze was playing directly into the trenches the effect was paralyzing. Unfortunate Highlanders were forced back by this fearful pall, and with the retirement of friends from the left the Eighth found itself in danger

of being surrounded. Germans quick to see the advantage delivered an attack on the front line at the same time sending a big force off to the left, which opened a fearful enfilade fire on the leading company. Simultaneously they were observed to bring out heavy reinforcements from a wood about opposite to Number Four Company.

These various developments were dealt with by the Eighth admirably and with such good effect that the movement of envelopment and endeavor to break into the opening on the left were defeated. Suffering from furnes as they were, the gallant Ninetieth delivered a withering fire on the front in terms of unstinted orders for Five rounds rapid". Machine guns at the same time sprayed death on the reinforcements coming from the wood and Number One Company with its trenches cut and levelled by the shell fire which still played dealt with the enveloping movement to the left.

Reinforcements were in great demand as the ranks were sadly thinned by this time. Germans knew it too because their batteries threw a curtain of shrapnel directly behind the lines. Help to reach the trenches, must pass through the teeth of it. Lieut Col Lipsett delivered the order for Number Three Company to advance. Captain Bertram and Lieut. O'Grady with two platoons from H Q. Captain Morley with his two platoons from reserve billets, thereupon formed their little force into platoons. Then calling for extended order he waved his hand forward in the understood signal for advance. It was like a parade. It was an inspiration. In perfect order the platoons extended and, led by their commander headed into the curtain of lead beyond which their comrades lay. The boys commenced to fall, slipping down here and there it didn't seem real that they were hurt. There was never a groan from them, never a complaint. Moreover the advancing line wavered not an inch, but pressed resolutely forward and reinforced Number one and part of Number two company. It was seen that considerable advantage could be gained by occupying a trench section evacuated by the Highlanders and over there Captain Morley sent Lieut McLeod with some of his men. This met a move by the enemy in occupying a piece of trench still further to the left from which they had delivered an effective enfilade fire.

Now the Germans massed attention on driving away the Eighth battalion, which was the only obstacle in the way of a very extensive advance which might have given Ypres itself to the attackers. It was at this particular juncture when exhausted men fought against weariness poison, shell and an enemy outnumbering the little garrison five to one that a query came from headquarters asking how the 90th was faring, and if the position could be maintained. Lieut.-Col. Lipsett consulted his company commanders, saw his battalion standing to arms eyes heavy lips cracked, bodies racked but in spirit unconquerable —his response, epigrammatically suggestive was

"The Ninetieth Can Hold Its Bit"

The fight waged on. Attacks were six times hurled back and when darkness fell the trenches were as shambles. But they were a successful bar to enemy advance. Just before the sun sank and died, a final effort was made to overcome the position. The Germans clambered over their trenches and with nervous little arms grouped themselves for a charge. Fire was reserved from the Eighth position until its effect would be most deadly at short range. A bugle blasted. With cries of 'Neuve Chapelle Neuve Chapelle" the grey clad figures came forward many deep. Then the 90th cut into them with a new fire every bullet must have gone home. The masses broke once again and fled back. Had they continued forward they would have met a line of fixed bayonets.

Canadian official eye-witness, describing the course of events in a despatch delivered shortly after the battle has this to say

On Sunday afternoon, he (meaning the Second Brigade Commander General Curry) had not abandoned his trenches. There were none left. They had been obliterated by artillery. In such a brigade it is invidious to single out any battalion for special praise, but it is perhaps necessary to the story that Lt.-Col. Lipsett, com-

manding the 90th Winnipeg Rifles, 8th Battalion of the Second Brigade, held the extreme left of the position at the most critical moment.

"The battalion was expelled from the trenches early on Friday morning by an emission of poisonous gas but recovering in three-quarters of an hour it counter-attacked retook the trenches it had abandoned, and hurled the enemy And after the Third Brigade had been forced to retire, Lieut.-Col Lipsett held his position Though his left was in the air until two British regiments filled up the gap on Saturday night."

It is here positively stated with full proof, that the Eighth battalion did not give up its trenches to the enemy On Sunday the shrunken force was ordered to retire when its place was taken over by a British Territorial regiment. Acting under orders the battered Ninetieth withdrew what remained of Numbers One Two and Three companies They had been relieved It was now daylight and number Four company could not be relieved and held its ground and continued the fight all day Sunday until deserted by the battalion on its right and left, until surrounded and cut down by the enemy Captain Northwood Lieuts Frank Andrews, Lloyd Owen and Bell were alive and unwounded when surrounded at dusk on that eventful Sunday and we have every reason to suppose they are now prisoners in the hands of the Germans. It is stated that Captain Northwood seeing the impossibility of his retaining the trenches any longer and knowing that an attempt to retreat would bring annihilation to his command told his men that surrender was inevitable and said that any one who wished to take the fearful risk of attempting escape could do so Two of his platoons under Sergt now Lieut Kimbell who were in a specially favorable place, got away with heavy losses, but the gallant Northwood and his officers stayed with their men to the last.

Seeing his position, Lieut.-Col. Lipsett went ahead of his withdrawn force to view the ground, and when he came back a shrapnel hole through his cap, airily swinging the inevitable cane, this is what he had to say

"Boys, I think if we move up to the front again we can lick those fellows ahead

At this time the survivors of the battle hungry sleepy hardly able to drag a leg or lift a gun, were lying in a turnip field machine gun and rifle fire clipping off vegetation and creating a sighing breeze that spelled death or maiming for those who dared to lift a head

But the gallant lads stood up and following their Colonel and officers prepared to try and regain their old position. In excellent order the mutilated battalion advanced but found the enemy entrenched in such numbers that to take back the original line was impossible Therefore, the 90th dug itself in a short distance behind original headquarters depot which was a ruined farmhouse The cellar has been used as regimental office and headquarters sleeping place It was here that Sergeant-Major W M Robinson came by severe wounds A shrapnel landing square in the house, inflicted such severe hurts to arms and legs that his removal was impossible Tenderly he was bound and carried below to where a number of wounded from all battalions were being cared for Major W A. Moore described the cellar as being full of wounded and sick and the headquarters staff was kept busy giving emergency aid. When the battalion was ordered back, after the Territorials had come up in relief headquarters was abandoned. The wounded could not be carried and it is a noteworthy instance of devotion that Sergeant Revell and Private W A Currie remained behind in that cellar to continue attention on the wounded Private George Tope too who had always been servant to Sergeant Major Robertson, refused to leave his master All fell into German hands. Major Kirkaldy Adjutant, while directing reinforcements, had also been struck down but although carrying a severe shrapnel wound in the chest, walked to Poperinghe for attention He set a splendid example of coolness under fire Major Motherwell's work as regimental doctor stands out luminously Deliberate as always, he went among the wounded even out in advance of the trenches, and was ministering in-

indefatigably reckless of his own life. Finally a trench mortar sent over a shell that dropped near the faithful surgeon. It threw him in the air and caused injuries of the spine. He was removed to hospital by his assistants.

When on the Wednesday the battalion was withdrawn to reserve billets a short distance out of Ypres, after the days of continuous fighting an rest was available. Fiendishly shells followed the weary troops. Small wonder hats were regretfully abandoned and trench tools brought to play. And in little cellars word was awaited for the move an expected and longed for move to a rest place where there were no shells and where it would be possible to restaurate in health and nerve force. But it was not until eight days afterwards that this order came.

The reaction was keen. From the highest excitement the world affords —stalking human game—to rest and quiet thought and an effect of bringing home the losses that had been suffered. But they were offered up to a noble cause with willing sacrifice.

To make special mention of particular instances of bravery and devotion is to give a start to the collection of the very many stories describing the deeds of the gallant Ninetieth on the Ypres field of battle. With these stories will be supplied a map of the battle ground so that in future days visitors from Canada with a deep heart interest in the blood soaked Ypres district, may go from place to place described, and be reminded of the deeds performed by their sons in the memorable April of 1915.

The machine gun section played a most conspicuous part in the series of engagements and the severity of its losses must indicate the manner of its performance. Seven men mustered out of the forty that entered the trenches, when the companies with the exception of number four were relieved of duty by the Territorials. The machine gun section had to remain behind on duty as the incoming reinforcements were not provided with guns. The deadly effect of their operation can be judged from the fact that in all cases the heaps of dead Germans before the trenches prevented the guns from traversing. Sergeant Aldritt number four company worked his machine with such deadly success that the corpses piled six deep before him. He was alone at the gun. His assistants were killed. When prepared ammunition gave out he filled the belts himself, and then, with an earnest calm continued to shoot into the massed enemy ranks. The last that was seen of him was an heroic figure, half smothered in poisonous fumes automatically pumping away on duty to the last. It was understood that Sergeant Aldritt, because of his special abilities, was to have been granted a commission and has been recommended for a V C.

Another splendid example of heroism under fire is furnished in the case of Sergeant Major F Hall, of number three company. A wounded man, not of his own regiment lay in front of the trenches. He was calling for help, waving his arm feebly. Sergeant Major Hall knowing that several unsuccessful attempts had already been made to bring the man in, and knowing the Germans to have marked the spot, went calmly out. He never came back. Previously his presence and example had been an inspiration to the company. Sergeant Major Hall, too, had been chosen for a commission.

Then there is the story of Sergeant Joe Simpson orderly room clerk. He was at Brigade headquarters with messages. There at the same time was the General in charge of counter attacks. He wanted important despatches, carrying instructions dealing with the immediate situation delivered to a number of battalion commanders along the lines. Turning to the Sergeant he asked him if he would take out a patrol. Sure he would. The Sergeant didn't exactly know what a patrol was but he listened to instructions and grasped the importance of his mission. He was given four men as assistants. The despatches were carried in his left breast pocket and in the event of his death or wounding the men were instructed to take the papers and proceed. In the first half hour a shell struck near the messengers and knocked him against a tree, breaking a rib and severing some

muscles in his left side but he got up and kept ahead. It took twenty-four hours to deliver those despatches. In that time he had no food or sleep, and it must be considered that for three days previous he had had little of either. On his return reporting success it is related that the General looked up in surprise—gratified surprise. He hadn't expected to see the sergeant back again so difficult and dangerous was the commission.

The relation of these incidents will be continued another time as they are brought forth from the natural reserve of the gallant members of the Ninetieth. This history for April will now deal with the provisioning of the troops during this trying period and with the transport of material to the fighting line. The bombardment and ruination of Ypres has a place in the narrative because Ypres was at the time or at the beginning of the battle the base of battalion supplies. Members of the transport and quartermaster's staff saw all of the horrors of that awful bombardment and suffered themselves of its effect.

PART TWO

The great city of Ypres was bathed in the setting sun of April 22nd. Peace was abroad; only distant guns spoke of war and they seemed quieter than usual. Soldiers lounged and smoked, chatted and laughed with civilians. A day's work was done and all were enjoying the warm evening. Children laughed and played about. Strife and destruction seemed remote there was no thought of danger. That was about 4.30.

Before six o'clock the city was mad. It was Pompeii in a death agony. It was a city under shell fire. Houses falling, flames moaning, explosions shaking the earth, a populace crying to Heaven for relief. It was Hell. A tranquil evening of summer became a night of horror. The beginning of the destruction of fair Ypres is a hideous dream in the memory of those who witnessed it and felt of its effects.

The Eighth battalion transport, quartermaster's stores and post office were in Ypres near the north-east corner. They were together on a main thoroughfare leading out to St. Jean and St. Julien. Had the Germans broken the Canadian line and beat a way past the 90th's position they might have marched down that same road a victorious army of occupation. When the first shell dropped near the city center at 5.30 it was thought that the Germans had thrown over one of their periodic reminders. Very few minutes brought home the illusion of such an idea. Huge shells each capable of wrecking beyond recognition a four-storey building plunged into the place at the rate of one a minute. Many of the Ypres staff of the battalion were out at the time and those in stores and transport were advised to get outside the town and await the quietening. They would have waited many days for a cessation of shelling.

When after the first half dozen shells the people realized what was going forward panic set in. The exodus commenced. Thousands of people who had lived in Ypres throughout the war thousands of new arrivals tempted by the apparent tranquility of the neighborhood soldiers of the allied armies. All took the same trail—the one road out of town to safety. It is a narrow street running down to the canal bank. On reaching the Yser Canal it turns left and runs out to Elamptinghe and Poperinghe. At the bend the massed refugees passed through a screen of shell fire that drove them mad. One woman idiotic, jumped in the canal. That turn of the road quickly became known as "Dead Man's corner." It is wonderful that under such conditions the troops on duty were able to keep hold of their discipline. It was infectious to run wild. I saw strong men pulling women and children aside to get past the gate of hell and out into the country. Past that corner swept thousands from all parts of the city they came. Some were strong in their fear others tottered from the fumes of gas shells. Old people were in the majority. There were many very many women and most of them carried or led children. That night and these scenes may mark the future lives of those little ones who escaped. The horror of the storm of explosions could be expected to turn

the brain of a strong man. The crashing and rending of bursting shells, the cries of wounded innocents, the crackle of burning homes, the fixed look of nameless terror on all faces—these speak of Ypres as the memorable 22nd.

Transport wagons of the Eighth were ready loaded at 5.30 and these were rushed out an hour earlier than usual as a measure of safety. In charge of Quartermaster Sergeant Blurton they lay outside the city until darkness deepened, and then proceeded towards the trenches, passing through a hail of shrapnel all the way as the roads were marked by the German gunners. On this night, under such conditions of grave danger the transport was called upon to carry through a phase of its work which is extremely heroic but not spectacular. All those on the column had the one thought, "We must get this grub to the boys." They plodded on the feeling they endured being that of a man continually struck at without being able to hit back. It was a noble and inspiring sight to see the doggedness of the party each company being represented by its quartermaster-sergeant. On this occasion they were Bowden, Townsend McDonnell and Rea. Arriving at headquarters the wagons "off-loaded," and started on the return journey. Company quartermaster-sergeants remained behind for a time to distribute rations and they had to walk back. In the meantime the transport had reported back to its old billet which had several times been struck and directed by Lieut. Firmstone quartermaster the entire unit moved out to a field about one and a half miles from town.

Going back to events earlier in the evening, it was midnight when the transport made its move. The city was rapidly emptying and the great exodus was at its height. About 6.30 p.m. Old people and sick people, many of whom had been bedridden for years or had perforce remained near the family stove brought up the rear of this big army of refugees. There were many sights to make the heart sick, but most of them passed in the confused panorama. I saw one old man evidently past eighty years trundling a wheelbarrow in which was an old lady of equal age, with her feet bound up. She was perhaps his wife. He would stop to rest every ten feet, but none offered to help, individuals attended strictly to their own business. I saw a woman with four children all crying and standing helpless and undecided near "Dead Man's Corner." A Canadian staff officer, Major Guthrie, rode up, and took her sympathetically in hand. He placed the little family in care of an Eighth Battalion corporal with instructions to have the helpless party placed in safety. Mother and little ones were accordingly conducted to a farm house which was filled with terrified refugees, including many men. The man in charge, answering the question if the woman and children could be placed there, said he was very much touched by their condition, he almost cried. It seemed that the little family would be forced to stay out in the night, but by the coaxing and process of throwing out of the house several of the men, and insisting on admittance for the party the situation was changed. The owner of that house was introduced to practical charity.

After the refugee masses passed the "Dead Man's Corner" they felt a new kind of torture. Knowing this road to be the only practicable one from Ypres, the Germans had directed on it a shrapnel fire with fine accuracy. It drove the poor civilians into the ditches. They even flocked into the fields, running here and there and bewildered by the menace which followed them everywhere.

Blocked roads created difficulties for the army transport systems. Motor ambulances, ammunition carriers and even guns were held up for some time. Towards nine o'clock however the refugee army had passed through Vlamertinghe leaving the thoroughfare open for work. Then commenced racking hours for the transports of several departments. To reach the scene of strife they had to pass through the gauntlet of Ypres. Death did not stop them. Splendid deeds of self sacrifice were performed. Horses struck by flying shells, and even men, were hurriedly placed aside while the work went forward. It was inspiring

to see these convoys daze through Ypres, men low on the horses' necks, with the blaze of burning buildings throwing the lurid light over all. Many were left behind in Ypres. Even now two weeks after the first bombardment Sedlon remain in the city, the majority civilians.

When the Eighth battalion transport was located in comparative safety in a field the task was to get together all the individual members of the staffs who had been unable to make a rendezvous. These were scattered over the countryside over company quartermaster sergeants, passing through Ypres that night didn't know where central headquarters were. It was a needless risk of life to have a man placed at the gates to act as guide so one was posted at a junction of the Vlamatinghe road at which all coming from Ypres would be scanned. In this way all stragglers were picked up before the following noon including the company quartermaster sergeants who had passed the night in a barn between some of the British batteries and the German lines. The constant passage of shells over that barn caused a veritable wind.

On the 23rd the task of removing stores from Ypres was commenced. This was particularly hazardous the bombardment being still in full force. With commendable coolness the transport drivers and quartermasters staffs went into Ypres and salvaged all perishable supplies and those in immediate demand. These removed the clothing and mail were rescued. Every single article was carried away to safety and it is marvellous that during the several days of salvaging not a single casualty was suffered.

Meanwhile, supplies were transported regularly each evening to the trenches. On only one occasion did the victualling department fail to connect with the battalion, and then the hot stew carried up in the mobile cooker was distributed among members of a territorial battalion. These trips with food and comforts for the fighting lads were full of adventure and risk. Special efforts were made by the enemy to obstruct the roads, and it is subject for marvel that only one casualty was suffered. Private Backhurst, driver was caught in the back with shrapnel. The loss in horses totalled three. That other battalion transports were not so lucky can be gathered from the fact that many horses and limbers were passed on the roads, perforce abandoned. The Eighth lost one transport—the officers' mess wagon.

Fair luck continued with the battalion because not an hour after it left a field to which it originally moved from Ypres, to a safer place near Vlamatinghe several shrapnel were popped over which killed horses of a succeeding transport.

During all these days of stress in and about Ypres, the greatest anxiety was felt for the battalion, and this was heightened by the angry reports which reached the outside. No actual news was available until the remnants of the gallant force marched from the trenches on the ninth day from the day it occupied them. Stragglers would come in and they told incoherent stories of decimation. It was known that the French African troops had retreated from their trenches and territory which lay between the Canadian left and the Yser Canal, because on the night of the 22nd they came streaming down the roads to Ypres throwing away arms and equipment, and helping by their example to add to the terror of the refugees. It must be remembered however that these soldiers had received the full effect of the gas, used for the first time and some excuse is provided for their action.

The shelling and bombing of the transport and stores, which had resulted in many moves as the range was established eventually bred a "don't care" feeling among the staff. As one Irish boy epigrammatically put it:

"What's the use of dodging? These shells you hear coming over have already gone by." That's a philosophy however which has not generally been accepted. I remember—and this is an actual occurrence—seeing a piece of shell travelling along the Ypres-Vlamatinghe road, which was as much as a piece of a fence from

a Ypres explosion. It rushed along for all the world like a very fast cricket ball and the way it was dodged was a wonder of agility. It was brought up by a tree in which it stuck and was still hot when dug out. Another thing the Germans had a trick of putting two shrapnel shells over the road in one place in quick succession. Hearing the first, travellers would immediately drop in a convenient ditch for protection against the second and transport drivers would whip up to get past the danger zone.

It is well known that Ypres and district were full of spies at the time of attack and the way the shells dropped near transports and gunning guns, and even ambulances betrayed evidence of inside information. Several informers were arrested on the 22nd and 23rd and I saw one man escorted out of town by military guards. He was an old gunman apparently. One would not have suspected butter of melting in his mouth, as the old wives say.

Taking it all round those of the Eight battalion who were in Ypres during the bombardment, and who duty took them through its streets littered with dead and dying experienced a phase of the battle which will entitle them to say with the gallant boys of the trenches "Yes I was there."

G. W. GORMAN

21468 Cpm. Geo. Gorman

8th Canadian Battalion.

Prehistoric Relics

BY MR PETER McKELLAR

The following paper is a copy of the report by Mr Harlan I Smith, Director of the Geological Survey Ottawa, of the prehistoric relics found in the valley of the Kamiskotiquia River 1913

Geological Survey Ottawa,
November 21, 1913

Mr Peter McKellar
402 John Street,
Fort William, Ontario

Dear Sir

On my return from the field, a copy of your letter of August 7th 1913, addressed to William McInnes Directing Geologist, Geological Survey Canada, was referred to me for attention I have only now completed my examination of the material and my consultation with the palaeontologists regarding the bones.

In reply to your request for advice as to what to do with the specimens I would state that we would recommend and be very glad if you would present the five copper specimens marked c1 c2 c3, c4 and c5 to the Museum of the Geological Survey Canada, where they will be available to students at all times In case you are agreeable to this plan please send us specimen c1 I may state that there is certainly no place in the world where these specimens will be better cared for in the interests of Canada, and that there are only a few other places in Canada where they would be likely to be found, with full data, if found at all If you had a really permanent museum with a fully trained archaeologist or museum man in charge in Fort William I would advise that the specimens be kept there, but that I regret, we can hardly expect for many years.

Is it your intention for us to keep the 8x10 photograph of the bones and copper specimens? We would very much like to keep it in our files, and if possible to have another copy

Your letter to William McInnes, dated August 19 and the box of specimens (bones marked on specimens and on photograph B1—B10, and B12—B19 inclusive four copper objects marked on specimens and on photograph C2 to C5 inclusive, fine sand and clay from forty-foot layer marked E1 hard clamiffed clay from sixty-foot layer marked E2 and piece of wood found near bones) mentioned therein was also referred to me

I have also received a copy of a section with legends prepared by you to show the location of the site where the specimens were found a copy of your letter of September 6 1 and a newspaper clipping Please let me know what newspaper the clipping is from and if we may keep it

According to Dr Lawrence M Lambe Vertebrate Palaeontologist of the Geological Survey and Mr Sternberg Preparator of Palaeontological specimens of the Survey the bone marked B11 on the photograph is of a cloven footed animal possibly a buffalo or a specimen of domestic cattle This bone was not with the specimens sent to me and without it further report is difficult.

Bones marked B1 to B10 and B12 to B13 inclusive Dr Lambe and Mr Sternberg both pronounce to be those of the horse and not petrified Mr Sternberg is convinced that most of them belong to one individual and probably all of them belong to the same individual Bones marked B14 and B15 appear to have been on the surface of the ground for some time and apparently were not found with the horse bones marked B1 to B10 and B12 to B13 inclusive In fact the rib marked B19 seems to have been cut with a saw which instrument is unknown among prehistoric North American tools. The bone is probably very recent and cut for meat since white men came to the region

The point with flanged tang made of copper marked C1 on the photograph is characteristic and typical of prehistoric Indian handiwork Many

like it have been found. They belong to a rather highly developed and comparatively recent culture.

The piece of wood bears two cuts that appear to have been made with an axe but it is apparently of no value as there is no means to tell positively whether the cuts were made with a prehistoric or modern axe.

Please let me know which of the specimens if any you wish returned. We will be glad to keep the specimens made of copper if you will kindly present them to the Museum of the Geological Survey Canada, and will discard the piece of wood and bones and submit the modules and samples of clay (Z1 and Z2) to the Geologists, unless you wish to retain them.

Was the Stanley Avenue sewer 2nd 800 feet north of the bone and copper find in the turning basin excavation of the Canadian Car and Foundry Company?

The cone-shaped point (C3) made of copper is of a typical form as is also the large adze. Both are very good specimens. The two hooks appear to have been cleaned.

Was the hole in the adze (C2) made by workmen before it was discovered or since? One would hardly think a pick would be driven through such a heavy piece of copper with the usual digging stroke. Who found each of these specimens?

Would it be possible to secure further data about the skeleton found on Mountain Avenue, and if possible any or all of the bones and other specimens?

I would be very glad to receive any further facts about the four finds of which you wrote and an account as complete as can be sent of all the other archaeological finds made in Canada. If you will treat of each find separately it will greatly facilitate my work. I enclose copies of the notes I have made from your letters for our files. We place one copy under locality and one copy as a cross reference under each subject mentioned as indicated at the left margin of each item. I have been working on the distribution of prehistoric copper objects throughout Canada and these items are consequently very welcome. I do not wish to publish the distribution of prehistoric copper work in Canada while there are prospects of easily securing additional items. Please let me know if you can where each of the specimens now are giving full name and address, with catalogue number if any of each specimen.

Would it be possible to secure any or all of these specimens for the Dominion collection?

You can be of great service to Canadian Archaeology if you will continue to send me accounts of archaeological discoveries, description of specimens with maps and photographs and specimens when possible.

Yours very sincerely,

HARLAN I. SMITH

(COPY)

Dec. 4th 1913

To the Director Geological Survey
Ottawa, Ont.

Dear Sir

I received your report of the relics, bones and copper discovered in Kamlnistiquia Valley Fort William.

I am thankful to you for your report. It explains the conditions very well. I will try and answer the points presented as soon as I can gather the information.

Enclosed please find a short statement by the Times-Journal of Fort William.

Yours truly

PETER McKELLAR

In excavations made by the Canadian Car and Foundry Company Limited for launching ships, at a depth of about forty feet below the surface and eighty feet north from the turning basin in Kamlnistiquia river, Fort William, Ontario, July 27 1913, prehistoric animal bones (about 12 marked B1 to B10 and B12 to B15) a spearhead (marked C1 on photograph) made of copper and a piece of wood, were discovered. The enclosed photographs will give a good idea of the specimens. (Mr. Peter McKellar 402 John street, Fort William, copy of letter and photograph August 7 1913 letter August 16 1913 and copy of letter September 4

1918.) (Newspaper clipping, September 30, 1918.)

Only one photograph was received (Harlan I Smith)

Six photograph of bones, B1 to B13, and copper objects C1 to C5 by Fryer's Studio Fort William, sent by Peter McKellar

The bone marked B11 on the photograph is of a cloven footed animal, possibly a buffalo or a specimen of domestic cattle. (Mr Lawrence M Lambe and Mr Charles W Sternberg, Geological Survey November 20, 1918.)

The bones marked B1 to B10 and B12 to B13 inclusive, on the photograph are of the horse, probably all and certainly most of them are of one individual (Lambe and Sternberg November 20, 1918.)

The bones marked B12 and B13 on the photograph appear to have been on the surface of the ground and apparently were not found with the horse bones marked B1 to B10 and B12 to B13 inclusive The rib marked B13 seems to have been cut with a saw which instrument is unknown among prehistoric North American tools. It is probably very recent and cut for meat since white men came to the region. The forty feet of deposit over where these specimens are said to have been found must be very recent, or the objects must have been placed in the deposit recently (Harlan I Smith)

In the Stanley Avenue sewer copper was found about six hundred feet to the north of where the bones and copper objects were found in the excavation made in 1914 by the Canadian Car and Foundry Company Limited in the Kaministiquia valley Fort William, Ontario about forty feet below the surface About 1914 a cone-shaped point made of copper two hooks made of copper a flanged adze made of copper (marked C2 C3, C4 and C5 on photograph) and many other tools made of copper were discovered. Some of these were presented to the Thunder Bay Historical Society (Mr Peter McKellar 403 John Street, Fort William copy of letters, August 14 1918 and September 4 1918)

The site is given as six hundred feet distant in same geological horizon. (Copy of McKellar diagram McKellar letter September 4 1)

The two hooks are nearly square in cross section tapering to a point at each end have small hooks at the top, the shaft is nearly straight with a turn slightly sharper than a right angle to form the hook, and an obtuse turn near the end of the hook, and appear to have been cleaned with acid. A hole in the adze appears to have been made by the blow of a pick harder than the usual digging stroke and may have been made after the adze was found. (Harlan I Smith November 20 1918)

At a number of places in the Kaministiquia Valley besides in the Canadian Car and Foundry Company excavation the Stanley Avenue sewer Mountain Avenue and McKellar Gardens, points for arrows tools made of copper etc. have been found (Mr Peter McKellar 403 John Street Fort William Copy of letter September 5-1, 1914)

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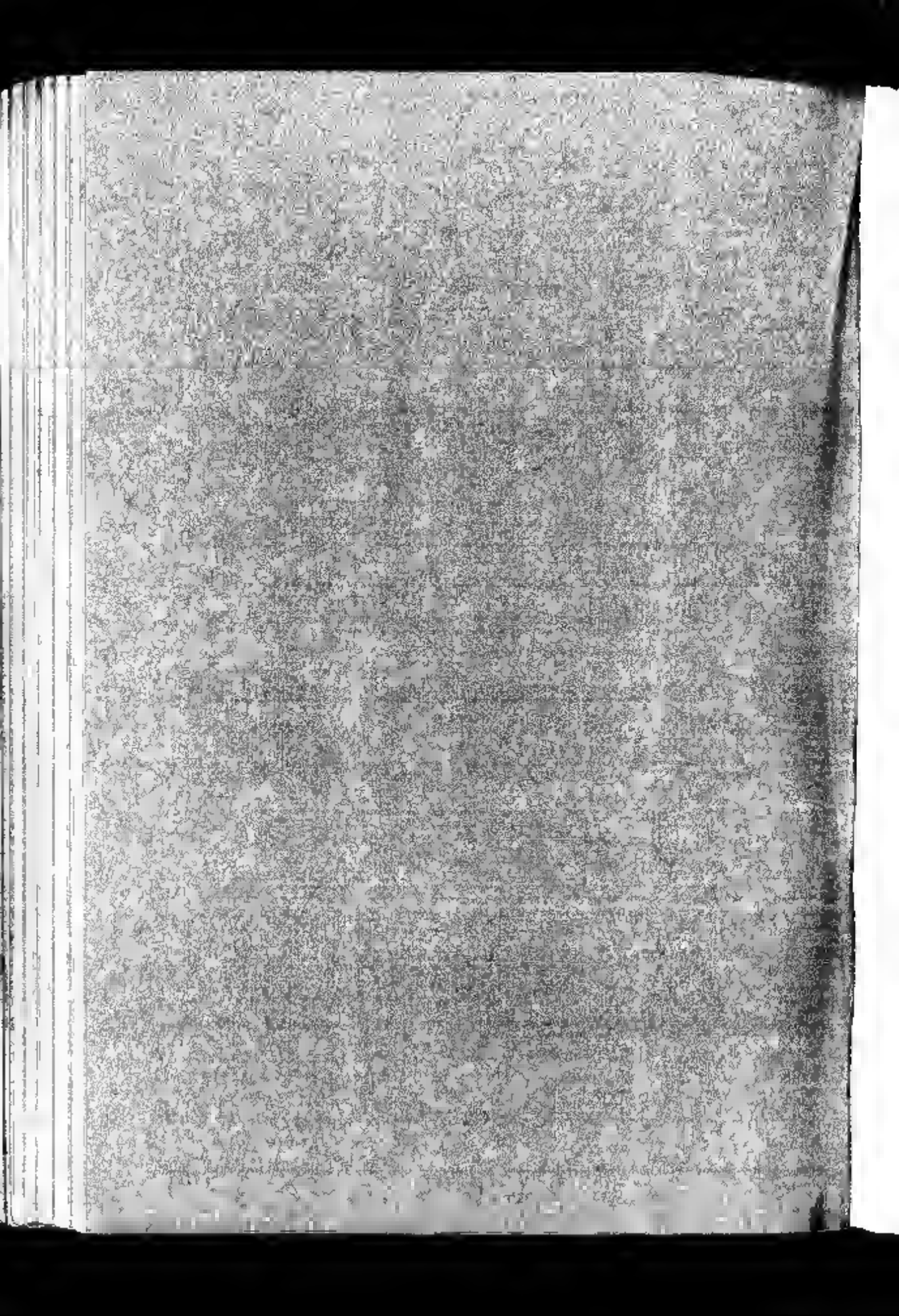

The Thunder Bay Historical Society

NINTH ANNUAL REPORT

Papers of 1918

The Thunder Bay Historical Society

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PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

MR. PETER McKELLAR

Ladies and Gentlemen and fellow members

I am pleased that I can in this the tenth annual meeting of our Society record that the world war is ended, and with it, the fearful slaughter of life that has been incessant during the last four years Autocracy has been destroyed and buried deep we hope for all time. Christianity and freedom have won the greatest and most glorious human victory that has been recorded in history.

In the meantime Joy and Grief go hand in hand together Grief for the loss of the brave men and women who have suffered and died to save us and the coming generations from slavery and joy that we have been favored by the help of God to win the great war

I might mention that the November meeting was held over until December on account of the epidemic of influenza

It is strange, but true, the great murderous world war ended in the midst of an unknown and unaccountable deadly plague the Spanish influenza, and it appears to have invaded all nations It is like the La Grippe with other dangerous complications and often terminates in death very suddenly Doctors and nurses were comparatively scarce so that untrained women had to be brought into requisition, and bravely responded. Schools and public places in general were closed for weeks In some families only orphan children survived the "Flu" so that the suffering was pitiful This locality Thunder Bay suffered much like other places but it seemed to be more severe in Winnipeg I may mention a few outside reports to show general conditions in other places

"The Toronto Globe Dec 14th, reports 6000 deaths in the Samoa islands out of a population of 35 000 Samoa is situated south of the Equator in the South Pacific Ocean

"Toronto Jan 3—During the last three months influenza and pneumonia took a toll of 7158 lives in the province of Ontario In October the death rate was the highest 3105 persons succumbing to the malady In November the number fell to 2,608 while last month there was a further decrease to 1 653

"The continued prevalence in some localities would indicate a recurrence of the epidemic says the monthly report of the provincial board of health which was issued today The cities and towns reporting the greatest number of deaths including some late returns for November are as follows.

"Toronto 232 Hamilton 183 London 26 Sault Ste Marie 28 Ottawa 15 Windsor 38 Kingston 13 St Catharines 32 Peterboro 32 Port Arthur 28 Fort William 30 Niagara Falls 11 Guelph 27 Welland 21 Sarnia 11 Sudbury 77, Kitchener 12 Wallaceburg 43 Uxbridge 15 Huntsville 15 Midland 11 Collingwood 12 Fort Frances 16 Rainy River 8 Dunnville 11 Dundas 8 Kenora 9 Trenton 8 and Pembroke 8

"The statistics are compiled from the returns of the undertakers"

At the Medical Convention last month in Chicago doctors disagreed as to the value of innoculation for influenza, or the nature of the influenza germ It is to be hoped that science will have discovered the antidote for the Flu poison before a possible recurrence of the plague

SHIPBUILDING

Two fine wooden steamers the "War Sioux" and the "War Nipigon" were built, and launched into the Kaministiquia River this summer and large crowds of people witnessed the christenings These boats were built by the Great Lakes Dredging company and were the first large boats built in Fort William

Again during the summer 1918, there have been built twelve fine steel steamers (mine sweepers) for the French government by the Canadian Car & Foundry Co in Fort William

They were all finished and launched before the end of November and is reported to be a record-breaker in fast boat building

I may mention the sad story of two of these boats, the Inkerman and the Corisolles, that were lost with their precious French marines, numbering about 72 souls All were lost. They left Fort William, on the 23rd of November rejoicing in their expectation of soon reaching their homes far away, but, alas they met their homes in the stormy waves of Lake Superior One of the saddest events recorded in the history of the Great Lakes

PREHISTORIC RELICS

I may mention the discovery made in the valley of the Kaministiquia river last May of prehistoric relics of bones and copper instruments I being the President of the Thunder Bay Historical Society investigated the matter The relics were discovered in a deep excavation that was being made by the Canadian Car & Foundry Company for launching the steel boats (mine sweepers) that were being built for the French government The relics were found at a depth of 40 feet below the surface in a stratum of clay sand and silt about 80 feet north of the Kaministiquia turning basin and about 10 feet below the surface of the River The indications pointed it to be of historical value. The discoverers kindly agreed to let me place the samples on exhibition in the Public Library and get a scientific report made of them The Librarian Miss M. J. L. Black kindly agreed, and I got a fine photograph made of the fifteen pieces on a plate on a scale one-fifth natural size A copy of the photo was mailed to the President of the Geological Society Ottawa, enquiring as to what should be done with them. The Acting Director Mr Wm. McInnes recommended boxing them and sending them direct to the Geological Museum Ottawa, where a thorough examination and report would be made by capable Palaeologists and Archaeologists

I sent the samples and the information requested, and they have been referred to at later meetings. The report by the Director of the Geological Society on the result of the examination of the samples has been read and will appear in a paper in the Ninth Annual.

PETER McKELLAR

MISS M. J. L. BLACK

SECRETARY TREASURER

Secretary-Treasurer's Report

MISS M J L BLACK

Fort William Dec. 27th 1918

To the President and Members of the Thunder Bay Historical Society

Mr President and fellow members

I have the honor to present the following report as secretary-treasurer for the year 1917 1918

During the year we have had six regular meetings the dates, speakers and subjects, being as follows

Oct 27 1917—Mr Peter McKellar, Mining on Silver Lake

Nov 30—Miss Stafford Canadian Northern Railway

Feb 1 1918—No special speaker

Feb 22—Mr McKellar Brief incidents relating to mining on Thunder Bay previous to 1870

April 12—Sergeant-Major Gorman second battle of Ypres.

Sept 27—Mr McKellar, some archaeological information regarding this locality

All of these addresses were most enjoyable and were greatly appreciated by our members We have eighteen members in good standing with a regular attendance of about fifteen.

In the death of Mr Donald McKellar our society suffered a very great loss He was always greatly interested in the work of the society and was always willing to help in every way As a member and a friend we miss him greatly

Financially our society is in an excellent condition. We have reason to congratulate our president on his success in lessening the debt on the tablet. At the present date it will soon be entirely paid for Our financial statement covers the official year Oct to Oct and is as follows

RECEIPTS

Oct 1 1917 bal in bank	$ 93 67
Fee (Misses Livingstone)	1 00
Government cheque	100 00
Fees—Mr and Mrs Oliver Misses Stafford and Grant Mr and Mrs McKellar Mr and Mrs Graham, Mr D Davies Mr and Mrs John King Mr and Mrs MacEdward Mrs Shark Mrs Layburn and Miss Pamphyinn	12 00
Donations W S Piper	50 00
Alderman Edmison	5 00
Mayor Murphy	20 00
	$227 67

EXPENDITURES

Mrs Gladstone payment on monument	$125 00
Times-Journal printing annual	91.25
News-Chronicle, advertising	1.20
Oct 1 bal in bank	10 22
	$227 67

The following memo brings our statement up-to-date

Received

Government grant	$100 00
Donation G R Duncan	10 00
Donation E S Rutledge	5 00
Donation Clarence Jackson	25 00
Donation, R. E Walker	15 00
Donation G W Brown	0 00
Membership fee Mr and Mrs J E Rutledge	2 00

We have paid out $80 00 on account for monument, leaving us with a balance in the bank, tonight of $122 22

We have paid Mrs Gladstone $825 on account leaving a balance still due of $175 00

All of which is respectfully submitted—

M. J. L. BLACK.
Secretary-Treasurer

The Decennary Anniversary

THE PRESIDENT

It seems desirable that the work accomplished during those ten years should be briefly reviewed We have been working under difficulties as comporatively few very few of the population of the Twin Cities have become interested in the work. The Society is affiliated with the Provincial Historical Society and invested with charteral powers. The work should be promoted and the early history preserved to instill patriotism into future generations.

We have accumulated a considerable amount of valuable material to help writers and historians in their work as well as interested individuals who love their country

We have published nine Annuals containing many matters relating to the country more especially to the District of Thunder Bay The papers prized the most are those written by the present and past pioneers. Next, the papers written by experts or persons most familiar with the various branches of industry upon which they write For example for municipal matters Mr J J Wells many years tax collector for railways and harbors Mr A L Russell, C.E. and the pioneer surveyor and engineer in Thunder Bay, and so on

We have distributed many copies of these Annuals to individuals in and outside of the District, as well as to many historical societies and scientific institutions throughout Canada and the United States In return we have received many publications

We have gathered anecdotes pictures photographs pre-historic relics and early local newspapers including a file of the "Thunder Bay Sentinel" from its inception 1875 to 1894 about twenty years, only a few copies are missing Also a list of historic landmarks as the Sea Lion Sleeping Giant Point deMeuron Pot-Holes etc. The dates and localities of local public works, as turning the first sod of the C P R pressing the first button of the first electric power, etc

The following is a list of the papers writers and illustrations appearing in the Annuals

Contributors of Papers to Annuals of the Thunder Bay Historical Society.

FIRST ANNUAL

1 Alexander Calhoun, Secretary—Preface to the Thunder Bay Historical Society

2 Peter McKellar F G S.—Introductory Address.

3 A L. Russell C E D L.S.—Col. Wolesley's Expedition.

4 Fergus Black, B.A., M.D—Legend re Thunder Bay in verse.

5 John McLaurin, pioneer—Early home-making in Thunder Bay.

6 John King Esq—Re Early Railway Construction C. P. R.

7 Miss S. Stafford—Ode to Lake Superior

SECOND ANNUAL

1 Mary A. Slipper—Secretary's Report.

2 Miss C. C. Grant—Treasurer's Report.

3 Donald McKellar Esq—Re Military Expedition 1870

4. Miss B. Dehle—Girlhood Days of Earlier Port Arthur

5 Harry Sellers, Esq—Grain and Elevator's History in Twin Cities

THIRD ANNUAL

1 Miss C. C. Grant—Secretary Treasurer's Report

2. Miss M J L Black—Re Public Library

3 A. A Vickers, Esq—Indian Treaty in Fort William 1850

4 Dr T S Smellie—Re Relief Society in Thunder Bay

5 F Fregeau Esq—Journalism in Thunder Bay

6. Mrs. F C Perry—Re Pioneer Newspaper

7 Miss Mary McKellar—Pioneer Poem

6 Peter McKellar, Esq.—Contest for Terminus of C P R. between Thunder Bay and Nipigon Bay.
9 Miss Sarah Stafford—Fort Arthur in Ye Olden Time
10 W J Hamilton School Inspector—Early History of Silver Islet.

FOURTH ANNUAL

1 Miss C C Grant—Secretary Treasurer's Report.
2 Miss M J L Black—Secretary-Treasurer's Report.
3 Miss M Slipper—Early Fort Arthur Boom
4 Peter McKellar Esq.—Otter Head Tie Swindle
5 J J Wells Esq.—Municipal History of Fort William
6 Miss J Robin—Fort William Mission.
7 Donald McKellar Esq.—Early Mail Service in Thunder Bay

FIFTH ANNUAL

1. Miss M J L Black—Secretary Treasurer's Report.
2 Miss B Dobie—Pioneer Women of Port Arthur
3. Peter McKellar Esq.—Re Twin City Harbors
4 D Smith Esq.—Re Newspapers.
5 Dr E. B Oliver—Department of Health
6 W C Dobie Police Magistrate—Atlantic Voyage 60 Years Ago.

SIXTH ANNUAL

1 Presidents Address
2 Secretary Treasurer's report.
3 Peter McKellar Esq.—The Original Kam Club
4 A. L. Russell D L S—Brief History of Fort William Middle of XIX. Century
5 A L Russell D.L.S—Brief History of Port Arthur.
6 Peter McKellar, Esq.—Fort William's Early Newspapers

SEVENTH ANNUAL

1. President's and Treasurer's Addresses
2 Peter McKellar Esq.—Historical Landmarks in Thunder Bay
3 Peter McKellar Esq.—Turning First Sod of C P R.
4 Times-Journal—Shipping Trade of Fort William and Port Arthur.
5 Miss M V. Moberly—Looking Backward
6 Gay Page—Legendary Lore of Lake Superior
7 Times-Journal — Unveiling of Monument

EIGHTH ANNUAL

1 Presidents and Secretary-Treasurer's Reports
2. Times-Journal—Historical Landmark Vanishes.
3 Mrs P McKellar Mrs E. B Oliver—Early Schools of the Twin Cities
4 Miss Sarah Stafford—Reminiscences of Fort William Railway Builders of Canada.
5 Miss Margaret Cress—Valuable Records.

SOUVENIR, 1914

1 Peter McKellar Esq.—Re Fur Traders
2 The Inscription on the Obverse Side of the Tablet.
3. The inscription on the Reverse Side of the Tablet.
Illustration—A fine cut of the Memorial Tablet.

ILLUSTRATIONS

FIRST ANNUAL

1 Page 4—Fort William in 1858
2 Page 16—Elevator A First Coal Dock and Stone Fort
3 Page 17—Kaministiquia River Early Days
4 Page 18—Platform from dock to road leading into the Fort about 1870
5 Page 20—The ice jam of 1893 on the Kaministiquia River near mouth.
6 Page 21—The ice-jam of 1893 on the Kaministiquia River near its junction with the McKellar River
7 Page 22—Two sections of the Kaministiquia Harbor Channels
8 Page 24—Fort William 1300

SECOND ANNUAL

1 Page 4.—Peter McKellar, photograph
2 Page 6—Mrs. G H Slipper photograph
3 Page 10—Miss C C Grant, photograph
4 Page 12—Mr Donald McKellar photograph
5 Page 16—Miss Belle Dobie photograph

6. Page 20—Mr Harry Sellers photograph.
7 Page 26 — Grain Elevators photograph

THIRD ANNUAL

1 Page 2—Peter McKellar Esq photograph
2 Page 4—Miss C C Grant, photograph
3 Page 8.—A A Vickers, Esq, photograph
4 Page 16—Dr T S T Smellie photograph
5 Page 22—Mrs F C Perry photograph
6 Page 26—Miss Sarah Stafford photograph.

FOURTH ANNUAL

1 Page 2—Peter McKellar Esq., photograph.
2 Page 4—Miss C C Grant, photograph
3 Page 6—Miss M J L Black, photograph
4 Page 8—Mrs M Slipper photograph.
5 Page 14—J J Wells Esq photograph
6 Page 26—Miss J Rohin, photograph
7 Page 61—D McKellar Esq photograph

FIFTH ANNUAL

1 Page 4—Photograph Peter McKellar Esq
2 Page 6—Photograph Miss M J L Black
3 Page 8—Photograph, Miss Belle Doble
4 Page 23—Photograph Dr E B. Oliver
5 Page 24—Photograph W C Doble Esq

SIXTH ANNUAL

1 Page 3—Peter McKellar photograph
2 Page 10—A L Russell D L.S photograph
3 Page 14—Fort William from painting June 15th 1805

SEVENTH ANNUAL

1 Page 4—Peter McKellar photograph
2 Page 26—Cut showing the obverse and reverse sides of the monument erected to the memory of the Fur Traders.

EIGHTH ANNUAL

1 Page 4—Peter McKellar, photograph
2 Page 6—Miss M J L Black photograph
3 Page 12—Mrs. P McKellar and Mrs. E B Oliver, photograph
4 Page 13—Ogden School, Fort William
5 Page 14—Collegiate Institute Port Arthur
6 Page 24—Mrs J M Shark photograph

Our chief work has been the erection of a monument to commemorate the fur traders, the real Canadian pioneers and the locality made famous by their works on the Kaministiquia River in Thunder Bay

In 1912 the society appointed a committee to look into the matter and formulate a plan for a suitable monument The tablet was decided upon and a contract drawn up with Mr D Gladstone of the Marble Works Fort William In 1914. The stipulated price was $1 500 00 for the tablet not including the environment.

The granite tablet was being made in the quarries in Scotland and was cut out and polished when the great world war broke out The Scotch manufacturers would not be responsible for completing the contract which called for the engraving of 2 000 letters The tablet unfinished was shipped direct to Fort William Mr Gladstone had to take the work in hand which required a very long time It is sad to relate. Mr Gladstone took ill and died before the work was completed Mrs Gladstone got it finished in 1916

The work was being done by voluntary subscription and we did not expect to raise funds during the fearful conflict Unexpectedly however small amounts continued to come in so that the contract was nearly fulfilled by the close of the war.

The tablet was finished and prepared for unveiling in early October 1916. Mrs John King and Mrs. G A Graham moved that we approach Sir George E Foster, who was expected

in Thunder Bay in a few days and ask for his favor in this worthy cause

On the 13th of October 1910 Sir George E Foster Minister of Trade and Commerce availed himself of the pleasure of "unveiling" the great tablet, while the members of the Thunder Bay Historical Society had the honor the joy and the satisfaction of witnessing the crowning ceremony of the unveiling of the monument. A beautiful photograph was taken during the unveiling and was copyrighted

The president of the Historic Landmarks Association of Canada wrote me in October 1910 asking for a copy of the chief historic land site in Thunder Bay as the Historic Landmarks Association desired to have it incorporated in the first series of the directory which was then in course of preparation Mr A L Russell and myself had been appointed to attend to the historic land sites and had prepared a plan of the old Hudson Bay Company's post a plot of 15 acres We mailed this plan as well as the unveiling pictorial view The latter was selected for the directory and given a prominent place

In closing I wish to thank all our co-workers for their continued help and I am sure that all will join me in sincere thanks to our faithful secretary Miss M J L Black.

PETER McKELLAR

The Enterprise Mine

NOTES FROM THE ROYAL COMMISSION'S REPORT

This property consists of Lot C in the Township of McTavish in the District of Thunder Bay in the Province of Ontario and contains four hundred (400) acres less the right-of-way of the Canadian Northern Railway which passes through it

The property was discovered in May 1885 and a shaft was sunk to a depth of about 200 feet. The following particulars are taken from the Ontario Government Report Report of the Royal Commission Mineral Resources of Ontario (1890)

"In May 1885 Messrs Peter and Donald McKellar discovered an important vein of galena cutting the indurated red marl of this (Nepigon) formation at a place about three miles west of Black Bay in what is now called the Township of McTavish The property has been successively named "The North Shore" "Lead Hills" and "Enterprise Mine" The vein runs about north 60 degrees east and the red marl is here associated with grey sandstone but red granite which is largely developed in this region rises as a low bluff about 300 yards to the north of it and was encountered at a moderate depth in working the vein. The gangue is quartz calcspar and barytes and the total width of the vein is from six to eight feet of which from three to four feet consisted for some distance of solid galena, with a little copper pyrites and vein matter. The mine was worked for one year and a considerable quantity of rich ore was shipped to the United States According to assays made by Prof Chapman it contained an average of $17 worth of gold, and $3 worth of silver to the ton."

The same report, at Page 147 also refers to this property "Mr E B Borron—Lead is not as frequently met with on Lake Superior or Lake Huron as copper The most promising vein I have seen on either lake was that at Black Bay already alluded to as the one in which Prof. Chapman found the first gold This was afterwards called the Enterprise Mine and work was commenced upon it shortly before I resigned my position as mining inspector From Mr Blue's descriptive catalogue of the mineral exhibit of the Province (Ontario) at Cincinnati page 23 I see that a shaft has been sunk to a depth of over 200 feet and some 200 tons of ore taken out, but that it did not pay on account of the ore having to be sent to Swansea to be smelted and that in consequence operations suspended about 12 years ago"

The Ontario Bureau of Mines report 1901 Part II Page 15 refers to this property thus "A rich vein of lead ore occurs in a pale red indurated marl Prof Chapman says of it "The vein consists of a gangue of quartz with enclosed portions of wall rock, and some heavy spar etc carrying a very strong lode of intermixed copper pyrites and galena The vein itself appears to average about ten feet in width but at present it is in a great extent uncovered The copper pyrites and galena although scattered more or less throughout the vein, run principally in a solid lode of at least four feet in width The course of the vein is about N 65 degrees E and so far as this can be determined in the present undeveloped state of the vein the dip or underlie is towards the southeast at an angle of about 60 degrees" In one sample he found 6 lb and in another 11 62 per cent of copper One of these samples also yielded 47.5 per cent of lead Another gave 38.35 per cent of lead nearly one ounce of silver and half an ounce of gold in the ton of lead.

Attached hereto is a memorandum of assays made on behalf of the parties then interested in the property.

This property is situated on the Canadian Northern Railway about 35 miles east of Port Arthur The ore could be shipped to Port Arthur by rail and there transferred to steam

ars for shipment to refineries in Ontario or England

Dated at Port Arthur this 19th day of February A D 1918.

(COPY)

Assays From Mining Location C Township of McTavish, District of Thunder Bay

Newark Smelting & Refining Works —Certificate of Assay Ed. Balbach & Son 220 River street corner Van Buren street.

Newark, N J Aug 11 1885

Mr Geo R. Wallace Port Huron, Michigan

Dear Sirs—We have assayed the sample of ore marked Algoma received August 6th and find it to contain 1 oz. silver per ton of 2 000 lbs 2d d per cent lead. Yours truly

ED BALBACH & SON

Per H M Duffen.

From the same firm

Mr Geo R. Wallace Port Huron, Michigan

Dear Sir —We have assayed the sample of ore marked Enterprise received August 6th and find it to contain 3-10 (3) oz. silver per ton of 2 000 pounds 31 5 per cent lead, 9.5 per cent copper Yours truly

ED BALBACH & SON

Per H M Duffen

Chicago Smelting & Refining Company—Works corner Clark and 40th streets General offices No 114 Dearborn street. Abner E Thomas President, Barton Sewell Secretary Treasurer

Certificate of Assay

Chicago Aug 11th 1885

This is to certify that I have carefully assayed for gold silver lead copper the sample of ore deposited by GEO R WALLACE, and marked Enterprise (office No 2282) and have found the same to contain in the ton of two thousand pounds gold .1 oz. (1 10) (valued at $20 67 per oz), silver $2 06, lead 44 per cent copper 8.5 per cent

GEO T DOUGHERTY,

Assayer

From Chicago Smelting and Refining Company

Certificate of Assay

This is to certify that I have carefully assayed for gold, silver, lead, the sample of ore deposited by GEO R WALLACE and marked Algoma (Office No 2281) and have found the same to contain to the ton of 2 000 pounds Gold .1 (1/10) oz (valued at $20 67 per oz.) $2 06 Lead 28 per cent

GEO T DOUGHERTY,

Assayer

New York Metallurgical Works — 104 and 106 Washington street E. N Riotte Manager, Mining Engineer and Metallurgist.

New York, September 9th 1885

Memorandum of Assay of Ore marked Albion, for Geo R Wallace Esq

Test of low grade ore—assayed for gold and silver

Office No 5767 showed trace of gold and silver 17 d per cent of lead Gold value per ton of concentration of above showed (office No 5767) $5.00, Lead per ton 30 per cent. Very respectfully,

The New York Metallurgical Works,

E N Riotte, Manager

(Seal)

Office of G A Mariner Analytical Chemist and Assayer 81 South Clark street, Rooms 49 51 and 55

Chicago Ill Aug 24 1883

This certifies that I have assayed for GEO R WALLACE a specimen of ore marked Lady Mary for gold silver and copper, with the following result per 2 000 lbs Silver 0 5 oz value per ton $12 25 gold traces found copper 16.00 per cent (Not assayed for lead)

G A MARINER,

Analytical Chemist and Assayer

Chemical Laboratory and Technical Mining School J L Phillips 25 State street New York Consulting Engineer Examiner of Mines Mineral Assayer and Metallurgist. in practice 43 years

New York April 7th 1884

Assay certificate for GEO R WALLACE, North Shore Lake Superior Ontario—Location C Results of fire assay Lead 60 1 per cent, Silver $2 30 per ton

J L PHILLIPS

Early Mining

BY MR. PETER McKELLAR

A paper by Peter McKellar regarding certain matters relating to early mining discoveries on Lake Superior more especially in the District of Thunder Bay —

Many of the incidents herein referred to would be lost to history if not recorded by McKellar brothers.

These reports can be relied on as being practically correct, as same are confirmed by written statements.

In the early eighteen-sixties there were no real mining developments being carried on on the north shore of Lake Superior, but many years previous in about 1845-46 there were extensive mining transactions being conducted on the Canadian side of the Lake. Native copper mining was flourishing about that time on the American side.

In 1845, as is shown by Sir Wm. Logan, the Prince's Bay Mining Company started mining operations on Spar Island west of Thunder Bay. The vein was a spar vein containing copper glance ore, with, in places, a considerable showing of native and silver glance. A few shafts and drifts were mined and a large block of land measuring about two by five miles and containing about 6 000 acres, was purchased but mining operations soon ceased.

About that time, being in the years 1845 and 1846 certain Montreal capitalists formed a company. This company engaged Prof. Forrest Sheppard with a large party, in the spring of 1846 (about the time the Prince's Mine was working), to explore and locate mining lands on Lake Huron and Lake Superior. During the summer they had located some eighteen blocks of land along the coast—the Jarvis and Silver Island locations included—each block being about two by five miles. (The above is quoted from "Mining on the North Shore of Lake Superior 1874.")

These great areas of mining lands like those of the Prince's Bay lands were allowed to lie undeveloped free from even government taxes for about twenty years, or until after the Thunder Bay silver mine was discovered by the McKellar brothers in 1868.

The richness of the ore of the new discovery created an unusual amount of excitement on both sides of the international line. Premier John Sandfield MacDonald at the next session of parliament of the provincial government of Ontario passed an act levying ten per cent. royalty on silver. Prospectors and mining capitalists took great exception to this and they succeeded in creating a furore in and out of parliament so that the government finally decided to go in a body, as many members as possible, to Fort William and investigate the silver deposits themselves and find out whether it would or would not justify the continuation of the royalty.

Mr. Richards, the commissioner of public works, was appointed chief and the beautiful steamer "Chicora" was engaged for the expedition. I judge that from sixty to seventy M.P.P.s took advantage of this trip. The weather was beautiful and the members of the party played around on the Fort William green like kids.

After a boat sail and tramp of about two miles over a bush trail the party arrived at the silver mine. I being the discoverer and in charge at the time, there were many questions asked of me regarding same.

After examination and consultation, the members as well as the commissioner came to the conclusion that the industry was an uncertain quantity although the ore lenses were unusually rich, being two to three thousand dollars to the ton. They were irregular in size and quantity through the quartz velvetone, as we pointed out to the commissioner.

These rich bonanza ores hitherto unknown in this country became common in the later discovered mines as in the case of the Silver Islet the Beaver, the Badger Mines etc.

We also explained that the development of these mines depended chiefly upon American capital and that the Americans had a strong antipathy to royalty and would have nothing to do with it.

Mr Richards stated that there were large tracts of land owned by private parties in this country and the government was receiving nothing from them and must get a revenue to help developments. The government could see no way of getting this revenue except by means of a royalty.

A short time later I inquired from the commissioner why the government did not tax the land the same as the American authorities did whereupon he explained that the lands had been sold out and could not lawfully be taxed. Personally I could not understand why the government could not tax any private lands. The commissioner inquired from me as to the method of taxation on the American side and I informed him that the tax was two cents an acre on all private owned wild lands.

The commissioner did not intimate what would be done in the matter but at the following session of parliament the royalty was rescinded and replaced with a tax of two cents an acre on all private owned wild lands.

The mines prospered afterwards and many new silver mines were opened up in the district, such as the Shuniah Silver Harbor 3-A and the famous Silver Islet mines etc. This constituted the second mining boom.

More information regarding mining activities in Thunder Bay from the beginning of mining on Lake Superior up to 1874 will be found in the Pamphlet "Mining on the North Shore of Lake Superior. 1874." by Peter McKellar. I will be pleased to present a copy of this pamphlet to the Society.

To go back to the early part of the eighteen-sixties as previously referred to there was no practical mining being done in Thunder Bay.

The McEachern brothers (Duncan, Malcolm and Edward). Edward being better known as Ned Duncan the noted native copper prospector of the South Shore of Lake Superior. He had been for a time prosperous but eventually failed. He moved across the lake to Thunder Bay with his brothers to try and retrieve his lost fortune. The McEachern brothers continued their prospecting along Thunder Bay and Black Bay for two or three years with very slight success. They mined many pits on the fissure veins in the locality and discovered a large mass of galena ore (about two tons in weight) in the cariboo vein in the winter of 1863, about two miles west of Granite Point and Black Bay.

The fissure veins around Thunder Bay and Black Bay carry in places beautiful amethysts in the vugs. About the year 1862 the McEachern brothers mined about two tons of amethysts and loaded them into their little vessel in the fall and took them by water to Toronto where they tied up to the wharf for the winter and peddled their samples around the city.

Toronto at that time was small and it is reported that the amethyst industry was a marked feature on that occasion and that the vendors spent the money regardless of value.

Dr Maroti of Montreal shipped about two tons of the Thunder Bay amethysts to the Montreal market about three or four years later with good results. Since that time the amethyst business has been dormant.

Of course the amethysts are not worked out at the present time and never will be but as they are followed down in the vein fissures their cost increases. The surface samples were mostly all loose in the vugs and inexpensive to mine.

In the spring of 1865 my brother Donald and myself were prospecting for mines on the west side of Black Bay when we discovered the famous Black Bay Bonanza, Enterprise Mine which after a partial development we sold to Mendlebaum and Company for $24,000. $4,000 of which was paid to Judge R. K. Turner for a prior claim.

The company sunk a deep shaft and stoped hundreds of tons of ore. They also built a seven-mile tramway from the mine to Black Bay. The company shipped about two hundred tons of ore to Swansea for treatment. I was informed by Mr Kingsmill the company's solicitor that the first shipment to Swansea yielded $53 per ton.

but a later shipment only yielded $15 per ton. Be that as it may, mining operations ceased the following season.

An analysis by Prof. E. J. Chapman gave the bonanza ore: lead 47 per cent., copper 8.11 per cent. and the copper ore rib on the wall yielded 21 per cent. of copper, averaging about $17 gold and $4 silver to the ton.

These veins intersect the indurated marls and sandstones of the Nipigon or Keewaunean Rocks as well as other underlying rocks.

After the discovery of the Enterprise bonanza we the McKellar brothers extended our explorations westward from Black Bay to and past, Silver Lake and Loon Lake.

On that occasion, in 1865, we discovered the well known hematite iron deposits immediately west of Silver Lake. This ore occurs in flat beds of irregular thicknesses with varying percentages of iron. The rich layers yield as high as 68 per cent. to 66 per cent. of iron practically free from deleterious elements. These ore beds occupy a position near the base of the Animikie formation and will undoubtedly be uncovered by mining in many other places between Loon Lake and Thunder Bay. A few of these deposits near the Bay have been found, purchased and are being held for future development.

In the smelting of the Atikokan and other magnetic ores these Silver Lake hematites will be valuable associates.

After the discovery of the iron we made several mining tests of the deposits and in 1860 sold the south west 235 acres of Location No. 1 to some Buffalo and Chicago capitalists for the sum of $7,000. In 1905, 25 years later, we sold the other half of the location for a similar sum of $7,000.

About the time we discovered the iron deposits we found spar veins carrying a promising showing of the ores of copper, lead and zinc, lying to the south and east of Silver Lake. At that time these metals were comparatively low in price, not more than one-third of what they are worth today. We examined these veins carefully and opened a few pits on them. We also sunk a shaft 16 feet deep on vein No. A, on Location No. 2, Herrick's survey. From the showing we decided that the purchase of these deposits would be a safe investment although it would probably take some years to come in.

These lead and zinc veins of Silver Lake, Black Bay and Dorion Township belong to a series of fissure veins that are connected with the Great Geologic Fault of Silver Lake. I believe also that in this series of fissures are found the only real Thunder Bay amethyst veins of the country. It is only in the portions of these fissures that intersect the granitic or siliceous rocks that you may look for amethysts. Of course it is known that these fissures as well as other true fissures intersect all rock formations alike as Silicious, Caearious, etc.

I have seen many of these fissure veins in the localities above mentioned, namely Silver Lake, Black Bay and Dorion Township. They invariably show more or less of the ores of lead, zinc, copper and iron. No doubt there are many of the exposed veins that I have not seen, and many more under cover. It seems certain that valuable mines will be discovered and worked among these veins. The Enterprise bonanza ore lode and also the Caribou lead bonanza above mentioned belong to them.

These mines were worked about 50 years ago when the metals were extremely low in value, and may yet be developed profitably. I noticed that the Silver Lake ores, as those in No. A. vein are much more regularly distributed through the whole vein stone than those in the Enterprise and Caribou veins and, I think will prove a much more valuable milling ore.

It will be noticed that I have given in a few instances the price paid for mining locations to give the reader some idea of the character of the deposits.

The above are only a few of the prominent incidents and conditions relating to the first and second mining booms in the district of Thunder Bay which reach up to about 1874. Herein I do not touch on the third silver boom of the eighteen-eighties as the Beaver, Badger, Silver Mountain etc., nor of the gold boom as the Huronian, Empress and Lake of the Woods mines, nor of the other mines as the Sulphur, Northern, Pyrites mines nor of the Atikokan iron mine.

PETER McKELLAR

With the "Little Black Devils"

BY SERGT.-MAJ. G. W. GORMAN

PART ONE

An overseas volunteer battalion marching cheerily and confidently through the broken City of Ypres to a place of honor in the British battle-line; to a place of extreme danger, where in the words of General Sir Horace Smith-Dorrien "The enemy was always truculent. The battalion is trained to the minute. It has experience in defensive trench warfare gathered at Ploegsteert and Fleurbaix. The men know their officers and have full trust in them. The officers have had opportunity to test and approve of the sterling mettle of the men. Officers and men back in the Homeland have worked and played together; now they are a unit for the defence of national honor. They carry the standard of an ancient regiment into battle for the motherland of Britain.

The volunteer battalion is crouching behind the meagre protecting walls of earth North of Ypres. Enemy hordes are pressing forward; through the use of forbidden gases they have created a gap in British lines and this gap commences on the left of the volunteer battalion's position. To gain Ypres the German must throw his forces through the gap but the open door to success in the move is dominated by the volunteers from overseas. On comes the enemy for the gap. He gets rifle and machine gun fire from the opposing battalion. To get through it seems this resistance must be broken. Shell fire is directed on the volunteers now practically isolated; rifles bear on the trenches; then deadly mortars; gas, the fearful weapon shunned by national agreement but inhumanly requisitioned by a dishonorable nation, is blown into the fortifications. Surely now the volunteer battalion must give path to the attackers. So thinking the Germans come again with a weight of men to batter a way and send the British to rout. Deliberately the volunteers answer the order for rapid fire. Back falls the German host. For a day and a night the struggle for the key to the door of Ypres goes on. The volunteer battalion has that key. If it can hold it until heavy reinforcements are swung up the German offensive will come to naught. Everything now depends on that line of earthworks away out in the front. It would appear that no living thing could abide there. All the deadly machines of war batter away at it. But the Prussian is forbidden to pass. Forbidden by a determination in resistance that will be remembered in history as an outstanding incident of the war. In that forward flung line grim men, aged years by hours of fearful strain, face a foe. They away with the gas sick ness; dead lie in the trench bottoms; wounded men nurse their hurts in silence. This was a fearful and deadly business but the German would not win a way into that gap while the volunteer battalion held the responsibility—AND THE GERMAN DID NOT. Reinforcements came when the defenders were at a last desperate effort, when only a few remained to kill of that noble thousand before the Germans would claim victory.

The volunteer battalion has won a name. It is in first rank with other British regiments of glorious history. In terms of blood it paid the price of success. It is now counting the cost. More than half its strength sapped; officers and men dead on the field; many missing—that term of uncertainty that may mean hope or despair; very many torn and bleeding and maimed; very many sickened of the deathly bronchitis gas. All that are left of that splendid body of vigorous men lie exhausted and nerve racked in a field of dug outs where, like gophers they seek occasional refuge from a shell fire that still follows them. A thousand went into battle—Four hundred came back!

This in a brief sketch is the story of the Eighth Battalion 90th Winnipeg

Rifles. It is their story of the April battle of Ypres. The full description will be possible only when the narratives of the individual members are woven into fabric. When all of the very many incidents of valor of officers and men are collated, it will be possible to make the history of that battle, as the Eighth fought it complete. These will take time to gather and they will fill a volume. They will tell how each unit did its valiant work—how sections and platoons fought under impossible conditions; how the wounded were tended; how ammunition and food were provided; how the machine gun section stayed to the end; how the Commander Lt.-Col. L. J. Lipsett, set a valorous example, and how he was ably followed by all his officers; how the transport ran the gauntlet of death through Ypres during the terror of its destruction by shell and fire; how the signallers were practically wiped out repairing communicating telephones; how the scouts kept touch with the enemy and his movements; how the base stores were saved from Ypres; how many decided to stay with the wounded when headquarters was taken by the enemy. It is a noble and stirring story and claims a lead in the battalion's history for April.

Leaving rest billets at Gadeswaervelde on Wednesday April 14th the battalion was carried on converted London buses to Vlamertinghe and from there walked through stately Ypres, reaching the trenches past St. Julien the same evening, relieving part of a French Division.

The defences were light earth works, as the continued firing had precluded construction. Immediately however efforts were put into effect to improve the locality and the good training of other portions of the line were of no avail. Forty-eight hours were spent in the trenches when the battalion was brought back for two days' rest in barns near the famous Yser Canal. On April 19th the Eighth returned to the firing line. Smith Dorrien's words were true. The enemy here was always busy, consequently companies were constantly on the qui vive. On this occasion Number One Company took left position, Number Two in centre and Number Four on right. Third Company was in reserve about three hundred yards back and at battalion headquarters.

Developments commenced immediately. The enemy was especially active with trench mortars particularly known as "Black Maries." In daytime these shells could be detected in flight, and in a measure avoided. Shrapnel came thicker than usual. It was apparent that the Germans were working on a movement. It is now known that the actual attack was on program for April 19th, but unfavorable winds prevented the use of the gas upon which they relied. Shelling increased in intensity and the battalion stood to all through the 20th and 21st with only slight snatches of sleep, and even these were disturbed by frequent alarms. All through those hours of tension the battalion was industrious in adding to the defences. There were no traverses existing and they were commenced in order to provide protection against enfilade fire. However imperfectly finished they later served in some measure to help the battalion during later stress. Trench bombardment increased in ferocity on the 22nd and the battalion suffered the loss of Captain Burton, Captain Weld and Lieut. Raddall wounded. Count kept by some of the men places the number of shells at 260 in two hours. That attacks were being pushed on the left was known by the continued rifle fire. Anxious and alert the 90th stood to arms all that night. At 3.20 in the morning of the 24th the Germans were observed to release quantities of heavy, yellowish gas opposite the trench occupied by Number One Company; it stole out mysteriously towards the Third Brigade lines and the lines of the Eighth battalion.

What was this vapor? The battalion was soon to know. This was a new and devilish war device. It was wafted into the Eighth trenches, and many gallant fellows, unable to breathe, sank down in stupor from which many never roused. Only the stronger men manned the parapets. As the breeze was playing directly into the trenches the effect was paralyzing. Unfortunate Highlanders were forced back by this fearful pall, and with the retirement of friends from the left the Eighth found itself in danger

of being surrounded Germans quick to see the advantage delivered an attack on the front line at the same time sending a big force off th the left which opened a fearful enfilade fire on the leading company Simultaneously they were observed to bring out heavy reinforcements from a wood about opposite to Number Four Company

These various developments were dealt with by the Eighth admirably and with such good effect that the movement of envelopment and endeavor to break into the opening on the left were defeated Suffering from fumes as they were, the gallant Ninetieth delivered a withering fire on the front in terms of continued orders for "Five rounds rapid" Machine guns at the same time sprayed death on the reinforcements coming from the wood and Number One Company, with its trenches cut and levelled by the shell fire which still played dealt with the enveloping movement to the left.

Reinforcements were in great demand as the ranks were sadly thinned by this time Germans knew it too because their batteries threw a curtain of shrapnel directly behind the lines Help to reach the trenches, must pass through the teeth of it. Lieut.-Col Lipsett delivered the order for Number Three Company to advance Captain Bertram and Lieut. O'Grady with two platoons from H Q., Captain Morley with his two platoons from reserve billets there upon formed their little force into platoons Then calling for extended order he waved his hand forward in the understood signal for advance It was like a parade it was an inspiration In perfect order the platoons extended and, led by their commander headed into the curtain of lead beyond which their comrades lay The boys commenced to fall slipping down here and there it didn't seem real that they were hurt. There was never a groan from them never a complaint, moreover the advancing line wavered not an inch, but pressed resolutely forward and reinforced Number one and part of Number two company It was seen that considerable advantage could be gained by occupying a trench section evacuated by the Highlanders and over there Captain Morley sent Lieut McLeod with some of his men This met a move by the enemy in occupying a piece of trench still further to the left from which they had delivered an effective enfilade fire

Now the Germans massed attention on driving away the Eighth battalion, which was the only obstacle in the way of a very extensive advance which might have given Ypres itself to the attackers It was at this particular juncture, when exhausted men fought against weariness poison shell and an enemy outnumbering the little garrison five to one that a query came from headquarters asking how the 90th was faring and if the position could be maintained Lieut.-Col Lipsett consulted his company commanders saw his battalion standing to arms eyes heavy lips cracked bodies racked but in spirit unconquerable —his response epigrammatically suggestive, was

"The Ninetieth Can Hold Its Bit"

The fight waged on Attacks were six times hurled back and when darkness fell the trenches were no shambles But they were a success ful bar to enemy advance. Just before the sun sunk and died, a final effort was made to overcome the position The Germans clambered over their trenches and with nervous little cries grouped themselves for a charge Fire was reserved from the Eighth position until its effect would be most deadly at short range. A bugle blurted With cries of "Neuve Chapelle, Neuve Chapelle," the grey clad figures came forward many deep Then the 90th cut into them with a low fire every bullet must have gone home The masses broke once again and fled back Had they continued forward they would have met a line of fixed bayonets

Canadian official eye-witness, describing the course of events in a despatch delivered shortly after the battle has this to say.

On Sunday afternoon he (meaning the Second Brigade Commander, General Curry) had not abandoned his trenches There were none left. They had been obliterated by artillery In such a brigade it is invidious to single out any battalion for special praise but it is perhaps necessary to the story that Lieut.-Col Lipsett com

manding the 90th Winnipeg Rifles, 8th Battalion of the Second Brigade, held the extreme left of the position at the most critical moment.

"The battalion was expelled from the trenches early on Friday morning by an emission of poisonous gas but recovering in three-quarters of an hour it counter-attacked retook the trenches it had abandoned and bayonetted the enemy. And after the Third Brigade had been forced to retire, Lieut.-Col. Lipsett held his position, though his left was in the air, until two British regiments filled up the gap on Saturday night."

It is here positively stated with full proof that the Eighth battalion did not give up its trenches to the enemy. On Sunday the shrunken force was ordered to retire when its place was taken over by a British Territorial regiment. Acting under orders the battered Ninetieth withdrew what remained of Numbers One, Two and Three companies. They had been relieved. It was now daylight and number Four company could not be relieved and held its ground and continued the fight all day Sunday until deserted by the battalion on its right and left until surrounded and cut down by the enemy. Captain Northwood, Lieuts. Frank Andrews, Lloyd Owen and Bell were alive and unwounded when surrounded at dusk on that eventful Sunday and we have every reason to suppose they are now prisoners in the hands of the Germans. It is stated that Captain Northwood seeing the impossibility of his retaining the trenches any longer, and knowing that an attempt to retreat would bring annihilation to his command, told his men that surrender was inevitable and said that any one who wished to take the fearful risk of attempting escape could do so. Two of his platoons under Sergt. now Lieut. Krobell—who were in a specially favorable place got away with heavy losses but the gallant Northwood and his officers stayed with their men to the last.

Seeing his position Lieut. Col. Lipsett went ahead at his withdrawn force to view the ground and when he came back a shrapnel hole through his cap airily swinging the inevitable cane this is what he had to say:

"Boys, I think if we move up to the front again we can lick those fellows ahead."

At this time the survivors of the battle, hungry, sleepy, hardly able to drag a leg or lift a gun, were lying in a turnip field, machine gun and rifle fire clipping off vegetation and creating a sighing breeze that spelled death or maiming for those who dared to lift a head.

But the gallant lads stood up and following their Colonel and officers prepared to try and regain their old position. In excellent order the mutilated battalion advanced but found the enemy entrenched in such numbers that to take back the original line was impossible. Therefore the 90th dug itself in a short distance behind original headquarters depot which was a ruined farmhouse. The cellar has been used as regimental office and headquarters sleeping place. It was here that Sergeant-Major W. M. Robertson came by severe wounds. A shrapnel, landing square in the house, inflicted such severe hurts to arms and legs that his removal was impossible. Tenderly he was bound and carried below to where a number of wounded from all battalions were being cared for. Major W. A. Moore described the cellar as being full of wounded and sick and the headquarters staff was kept busy giving emergency aid. When the battalion was ordered back, after the Territorials had come up in relief, headquarters was abandoned. The wounded could not be carried and it is a noteworthy instance of devotion that Sergeant Bovell and Private W. A. Curris remained behind in that cellar to continue attention on the wounded. Private George Topp too—who had always been servant to Sergeant-Major Robertson—refused to leave his master. All fell into German hands. Major Kircaldy, Adjutant, while directing reinforcements had also been struck down but although carrying a severe shrapnel wound in the chest, walked to Poperinghe for attention. He set a splendid example of coolness under fire. Major Motherwell, a regimental doctor, stands out luminously. Deliberate, as always, he went among the wounded, even out in advance of the trenches, and was ministering in-

defatigably, reckless of his own life Finally a trench mortar sent over a shell that dropped near the faithful surgeon It threw him in the air kod caused injuries of the spine He was removed to hospital by his assistants.

When on the Wednesday the battalion was withdrawn in reserve billets a short distance out of Ypres after the days of continuous fighting, no rest was available Fiendishly shells followed the weary troops Small wonder huts were regretfully abandoned and trench toots brought to play. And in little cellars word was awaited for the move, an expected and longed for move, to a rest place where there were no shells and where it would be possible to recuperate in health and nerve force But it was not until eight days afterwards that this order came

The reaction was keen From the highest excitement the world affords —stalking human game—to rest and quiet thought, had an effect of bringing home the losses that had been suffered But they were offered up to a noble cause with willing sacrifice

To make special mention of particular instances of bravery and devotion is to give a start to the collection of the very many stories describing the deeds of the gallant Nineteeth on the Ypres field of battle. With these stories will be supplied a map of the battle ground so that in future days visitors from Canada with a deep heart interest in the blood soaked Ypres district may go from place to place described and be reminded of the deeds performed by their sons in the memorable April of 1915

The machine gun section played a most conspicuous part in the series of engagements and the severity of the losses must indicate the manner of its performance. Seven men mustered out of the forty that entered the trenches when the companies, with the exception of number four were relieved of duty by the Territorials. The machine gun section had to remain behind on duty as the incoming reinforcements were not provided with guns The deadly effect of their operation can be judged from the fact that in all cases the heaps of dead Germans before the trenches prevented the guns from traversing Sergeant Aldritt, number four company worked his machine with such deadly success that the corpses piled six deep before him He was alone at the gun. His assistants were killed When prepared ammunition gave out he filled the belts himself, and then with an earnest calm continued to shoot into the massed enemy ranks The last that was seen of him was an heroic figure half smothered in poison fumes automatically pumping away on duty to the last It was understood that Sergeant Aldritt, because of his special abilities was to have been granted a commission kod has been recommended for a V C.

Another splendid example of heroism under fire is furnished in the case of Sergeant Major F Hall of number three company A wounded man, not of his own regiment, lay in front of the trenches He was calling for help, waving his arm feebly Sergeant Major Hall knowing that several unsuccessful attempts had already been made to bring the man in and knowing the Germans to have marked the spot went calmly out He never came back Previously his presence and example had been an inspiration to the company Sergeant Major Hall too had been chosen for a commission.

Then there is the story of Sergeant Joe Simpson orderly room clerk He was at Brigade headquarters with messages There at the same time was the General in charge of counter attacks He wanted important despatches carrying instructions dealing with the immediate situation delivered to a number of battalion commanders along the lines Turning to the Sergeant he asked him if he would take out a patrol Sure he would The Sergeant didn't exactly know what a patrol was but he listened to instructions and grasped the importance of his mission He was given four men as assistants. The despatches were carried in his left breast pocket and in the event of his death or wounding the men were instructed to take the papers and proceed. In the first half hour a shell struck near the messenger and knocked him against a tree breaking a rib and severing some

muscles in his left side but he got up and kept ahead It took twenty four hours to deliver those despatches In that time he had no food or sleep and it must be considered that for three days previous he had had little of either On his return reporting success it is related that the General looked up in surprise—gratified surprise. He hadn't expected to see the sergeant back again so difficult and dangerous was the commission

The relation of these incidents will be continued another time as they are brought forth from the natural reserve of the gallant members of the Ninetieth This history for April will now deal with the provisioning of the troops during this trying period and with the transport of material to the fighting line The bombardment and ruination of Ypres has a place in the narrative because Ypres was at the time or at the beginning of the battle the base of battalion supplies Members of the transport and quartermaster's staff saw all of the horrors of that awful bombardment and suffered themselves of its effect

PART TWO

The great city of Ypres was bathed in the setting sun of April 22nd Peace was abroad only distant guns spoke of war and they seemed quieter than usual Soldiers lounged and smoked, chatted and laughed with civilians A day's work was done and all were enjoying the warm evening Children laughed and played about Strife and destruction seemed remote—there was no thought of danger That was about 5 30—

Before six o'clock the city was mad. It was Pompeii in a death agony It was a city under shell fire Houses falling flames mounting explosions shaking the earth a populace crying to Heaven for relief It was Hell A tranquil evening of summer became a sight of horror The beginning of the destruction of fair Ypres is a hideous dream in the memory of those who witnessed it and felt of its effects.

The Eighth battalion transport quartermaster's stores and post office were in Ypres near the north-east corner They were together on a main thoroughfare leading out to St Jean and St Julien Had the Germans broken the Canadian line and beat a way past the 90th's position they might have marched down that same road a victorious army of occupation. When the first shell dropped near the city center at 5 30 it was thought that the Germans had thrown over one of their periodic reminders Very few minutes brought home the illusion of such an idea Huge shells, each capable of wrecking beyond recognition a four-storey building plunged into the place at the rate of one a minute Many of the Ypres staff of the battalion were out at the time and those in stores and transport were advised to get outside the town and await the quietening They would have waited many days for a cessation of shelling

When after the first half dozen shells the people realized what was going forward, panic set in. The exodus commenced. Thousands of people who had lived in Ypres through out the war thousands of new arrivals tempted by the apparent tranquility of the neighborhood soldiers of the allied armies. All took the same trail—the one road out of town to safety It is a narrow street running down to the canal head On reaching the Yser Canal it turns left and runs out to Elmatinghe and Poperinghe At the head the massed refugees passed through a screen of shell fire that drove them mad One woman idiotic jumped in the canal That turn of the road quickly became known as "Dead Mans corner" It is wonderful that under such conditions the troops on duty were able to keep hold of their discipline It was infectious to run wild I saw strong men pulling women and children aside to get past the gate of hell and out into the country Past that corner swept thousands from all parts of the city they came Some were strong in their fear others tottered from the fumes of gas shells old people were in the majority There were many very many women and most of them carried or led children That night and these scenes may mark the future lives of those little ones who escaped. The horror of the storm of explosions could be expected to turn

the brain of a strong man. The crash ing and rending of bursting shells, the cries of wounded innocents the crackle of burning homes the fixed look of nameless terror on all faces— these speak of Ypres on the memorable 22nd

Transport wagons of the Eighth were ready loaded at 5 30 and these were rushed out an hour earlier than usual as a measure of safety in charge of Quartermaster Sergeant Flurton they lay outside the city until darkness deepened and then proceeded towards the trenches passing through a hail of shrapnel all the way. as the roads were marked by the German gunners On this night under such conditions of grave danger. the transport was called upon to carry through a phase of its work which is extremely heroic but not spectacular All those on the column had the one thought "We must get this grub to the boys" They plodded on. the feeling they endured being that of a man continually struck at without being able to hit back It was a noble and inspiring sight to see the doggedness of the party each company being represented by its quartermaster-sergeant. On this occasion they were Bowden Townsend McDonnell and Rea. Arriving at headquarters the wagons were unloaded and started on the return journey Company quartermaster-sergeants remained behind for a time to distribute rations and they had to walk back In the meantime the transport had reported back to its old billet, which had several times been struck and directed by Lieut Firmstone quartermaster the entire unit moved out to a field about one and a half miles from town

Going back to events earlier in the evening It was midnight when the transport made its move The city was rapidly emptying and the great exodus was at its height about 6 30 p.m Old people and sick people many of whom had been bedridden for years or and perforce remained near the family stove brought up the rear of this big army of refugees There were many sights to make the heart sick, but most of them passed in the confused panorama I saw one old man evidently past eighty years trundling a wheelbarrow in which was an old lady of equal age with her feet bound up She was perhaps his wife He would stop to rest every ten feet, but none offered to help. individuals attended strictly to their own business I saw a woman with four children all crying and standing helpless and undecided near "Dead Man's Corner" A Canadian staff officer Major Guthrie, rode up and took her sympathetically in hand He placed the little family in care of an Eighth Battalion corporal with instructions to have the helpless party placed in safety Mother and little ones were accordingly conducted to a farm house which was filled with terrified refugees including many men The man in charge answering the question if the woman and children could be placed there, said he was very much touched by their condition he almost cried It seemed that the little family would be forced to stay out in the night, but by the convenient process of throwing out of the house several of the men and insisting on admittance for the party, the situation was changed The owner of that house was introduced to practical charity

After the refugee masses passed the 'Dead Mans Corner' they felt a new kind of torture Knowing this road to be the only practicable one from Ypres the Germans had directed on it a shrapnel fire with fine accuracy it drove the poor civilians into the ditches They even flocked into the fields, running here and there and bewildered by the menace which followed them everywhere

Blocked roads created difficulties for the army transport systems Motor ambulances ammunition carriers and even guns were held up for some time. Towards nine o'clock however, the refugee army had passed through Vlamatinghe leaving the thoroughfare open for work Then commenced racking hours for the transports of several departments. To reach the scene of strife they had to pass through the gauntlet of Ypres Death did not stop them Splendid deeds of self sacrifice were performed. Horses struck by flying shells, and even men were hurriedly placed aside while the work went forward It was inspiring

to see these convoys dash through Ypres man low on the horses necks, with the blaze of burning buildings throwing the lurid light over all. Many were left behind in Ypres Even now two weeks after the first bombardment, bodies remain in the city the majority civilians

When the Eighth battalion transport was located in comparative safety in a field the task was to get together all the individual members of the staffs who had been unable to make a rendezvous These were scattered over the countryside even company quartermaster sergeants passing through Ypres that night didn't know where central headquarters were It was a needless risk of life to have a man placed at the stores to act as guide so one was posted at a junction of the Vlamatinghe road at which all coming from Ypres would be scanned. In this way all stragglers were picked up before the following noon including the company quartermaster sergeants who had passed the night in a barn between some of the British batteries and the German lines The constant passage of shells over that barn caused a veritable wind

On the 23rd the task of removing stores from Ypres was commenced This was particularly hazardous the bombardment being still in full force With commendable coolness the transport drivers and quartermasters' staffs went into Ypres and salvaged all perishable supplies and those in immediate demand These removed the clothing and mail were rescued. Every single article was carried away to safety and it is marvellous that during the several days of salvaging not a single casualty was suffered.

Meanwhile, supplies were transported regularly each evening to the trenches. On only one occasion did the victualling department fail to connect with the battalion and then the hot stew carried up in the mobile cooker, was distributed among members of a territorial battalion These trips with food and comforts for the fighting lads were full of adventure and risk Special efforts were made by the enemy to obstruct the roads and it is subject for marvel that only one casualty was suffered Private Backhurst driver was caught in the back with shrapnel. The loss in horses totalled three. That other battalion transports were not so lucky can be gathered from the fact that many horses and limbers were passed on the roads perforce abandoned The Eighth lost one transport—the officers' mess wagon.

Fair luck continued with the battalion because not an hour after it left a field to which it originally moved from Ypres to a safer place near Vlamatinghe several shrapnel were popped over which killed horses of a succeeding transport

During all these days of stress in and about Ypres the greatest anxiety was felt for the battalion, and this was heightened by the vague reports which reached the outside. No actual news was available until the remnants of the gallant force marched from the trenches on the ninth day from the day it occupied them Stragglers would come in and they told incoherent stories of decimation It was known that the French African troops had retreated from their trenches and territory which lay between the Canadian left and the Yser Canal, because on the night of the 22nd they came streaming down the roads to Ypres, throwing away arms and equipment and helping by their example to add to the terror of the refugees. It must be remembered, however, that these soldiers had received the full effect of the gas, used for the first time and some excuse is provided for their action

The shelling and bombing of the transport and stores, which had resulted in many moves, as the range was established, eventually bred a "don't care" feeling among the staff As one Irish boy epigrammatically put it

"What's the use of dodging? These shells you hear coming over have already gone by That's a philosophy however which has not generally been accepted I remember—and this is an actual occurrence—seeing a piece of shell travelling along the Ypres-Vlamatinghe road which was no doubt a piece of a Johnson from

e Ypres explosion. It rushed along for all the world like a very fast cricket ball and the way it was dodged was a wonder of agility. It was brought up by a tree in which it stuck and was still hot when dug out. Another thing the Germans had a trick of putting two shrapnel shells over the road in one place in quick succession. Hearing the first, travellers would immediately drop in a convenient ditch for protection against the second and transport drivers would whip up to get past the danger zone.

It is well known that Ypres and district were full of spies at the time of attack and the way the shells dropped near transports and passing guns and even ambulances betrayed evidence of inside information. Several informers were arrested on the 22nd and 23rd and I saw one man escorted out of town by military guards. He was an old peasant apparently. One would not have suspected butter of melting in his mouth, as the old wives say.

Taking it all round, those of the Eight battalion who were in Ypres during the bombardment, and who duty took them through the streets littered with dead and dying experienced a phase of the battle which will settle them to say with the gallant boys of the trenches "Yes, I was there."

G W GORMAN

21366 Com Geo Gorman
8th Canadian Battalion

Prehistoric Relics

BY MR. PETER McKELLAR

The following paper is a copy of the report by Mr Harlan I Smith, Director of the Geological Survey Ottawa, of the prehistoric relics found in the valley of the Kaministiquia River 1918

Geological Survey, Ottawa,
November 21 1918

Mr Peter McKellar
408 John Street
Fort William, Ontario.

Dear Sir

On my return from the field a copy of your letter of August 7th. 1918 addressed to William McInnes Directing Geologist, Geological Survey, Canada, was referred to me for attention. I have only now completed my examination of the material and my consultation with the palaeontologists regarding the bones

In reply to your request for advice as to what is do with the specimens I would state that we would recommend and be very glad if you would present the five copper specimens marked c1 c2, c3 c4 and c5 to the Museum of the Geological Survey Canada where they will be available to students at all times In case you are agreeable to this plan please send us specimen c1 I may state that there is certainly no place in the world where these specimens will be better cared for in the interests of Canada, and that there are only a few other places in Canada where they would be likely to be found with full data, if found at all If you had a really permanent museum with a fully trained archaeologist or museum man in charge in Fort William I would advise that the specimens be kept there but that, I regret we can hardly expect for many years.

Is it your intention for us to keep the 8x10 photograph of the bones and copper specimens? We would very much like to keep it in our files and if possible to have another copy

Your letter to William McInnes dated August 16 and the box of specimens (bones marked on specimens and on photograph B1—B10 and B12—B15 inclusive, four copper objects marked on specimens and on photograph, C2 to C5 inclusive, fine sand and clay from forty-foot layer marked E1, hard stratified clay from sixty-foot layer marked E2 and piece of wood found near bones) mentioned therein, was also referred to me

I have also received a copy of a section with legends prepared by you to show the location of the site where the specimens were found a copy of your letter of September 5-1 and a newspaper clipping Please let me know what newspaper the clipping is from and if we may keep it.

According to Dr Lawrence M Lambe Vertebrate Palaeontologist of the Geological Survey and Mr Sternberg Preparator of Palaeontological specimens of the Survey the bone marked B11 on the photograph is of a cloven footed animal possibly a buffalo or a specimen of domestic cattle This bone was not with the specimens sent to me and without it further report is difficult.

Bones marked B1 to B10, and B12 to B15 inclusive Dr Lambe and Mr Sternberg both pronounce to be those of the horse and are petrified Mr Sternberg is convinced that most of them belong to one individual, and probably all of them belong to the same individual Bones marked B14 and B15 appear to have been on the surface of the ground for some time and apparently were not found with the horse bones marked B1 to B10 and B12 to B13 inclusive In fact the rib marked B14 seems to have been cut with a saw which instrument is unknown among prehistoric North American tools. The bone is probably very recent and cut for meat since white men came to the region.

The point with flanged tang made of copper marked C1 on the photograph is characteristic and typical of prehistoric Indian handiwork. Many

like it have been found They belong th a rather highly developed and comparatively recent culture

The piece of wood bears two cuts that appear to have been made with an axe but it is apparently of no value as there is no means to tell positively whether the cuts were made with a prehistoric or modern axe

Please let me know which of the specimens if any you wish returned We will be glad to keep the specimens made of copper if you will kindly present them to the Museum of the Geological Survey, Canada, and will discard the piece of wood and bones and submit the nodules and samples of clay (E1 and E2) to the Geologists, unless you wish to retain them.

Was the Stanley Avenue sewer find 600 feet north of the bone and copper find in the turning basin excavation of the Canadian Car and Foundry Company?

The cone-shaped point (C3) made of copper is of a typical form as is also the large adze. Both are very good specimens. The two books appear to have been cleaned

Was the hole in the adze (C2) made by workman before it was discovered or since? One would hardly think a pick would be driven through such a heavy piece of copper with the usual digging stroke When found each of these specimens?

Would it be possible to secure further data about the skeleton found on Mountain Avenue and if possible any or all of the bones and other specimens?

I would be very glad to receive any further facts about the four finds of which you wrote and as complete an account as can be sent of all the other archaeological finds made in Canada. If you will treat of each find separately it will greatly facilitate my work I enclose copies of the notes I have made from your letters for our files We place one copy under locality and one copy as a cross reference under each subject mentioned as indicated on the left margin of each item I have been working on the distribution of prehistoric copper objects throughout Canada and these items are consequently very welcome I do not wish to publish the distribution of prehistoric copper work in Canada While there are prospects of easily securing additional items. Please let me know if you can where each of the specimens now are, giving full name and address with catalogue number if any of each specimen

Would it be possible to secure any or all of these specimens for the Dominion collection?

You can be of great service to Canadian archaeology if you will continue to send me accounts of archaeological discoveries, description of specimens with maps and photographs and specimens when possible

Yours very sincerely.

HARLAN I SMITH

(COPY)

Dec 4th 1918

To the Director Geological Survey
Ottawa Ont

Dear Sir

I received your report of the relics bones and copper discovered in Kaministiquia Valley Fort William

I am thankful to you for your report. It explains the conditions very well I will try and answer the points presented as soon as I can gather the information.

Inclosed please find a short statement by the Times-Journal of Fort William

Yours truly

PETER McKELLAR

In excavations made by the Canadian Car and Foundry Company Limited, for launching ships at a depth of about forty feet below the surface and eighty feet north from the turning basin in Kaministiquia river Fort William Ontario July 27 1918 prehistoric animal bones (about 12 marked B1 to B10 and B12 to B15) a spearhead (marked C1 on photograph) made of copper and a piece of wood were discovered The enclosed photographs will give a good idea of the specimens (Mr Peter McKellar 402 John street, Fort William copy of letter and photograph August 7 1918, letter August 16 1918 and copy of letter September 5

1918) (Newspaper clipping Septem ber 30 1918)

Only one photograph was received (Harlan I Smith)

8x10 photograph of bones, B1 to B13 and copper objects C1 to C5 by Fryer's Studio Fort William sent by Peter McKellar

The bone marked B11 on the photograph is of a cloven footed animal, possibly a buffalo or a specimen of domestic cattle (Mr Lawrence M Lambe and Mr Charles W Stern berg Geological Survey, November 20 1918)

The bones marked B1 to B10 and B12 to B18 inclusive on the photograph, are of the horse probably all and certainly most of them are of one individual. (Lambe and Sternberg November 20, 1918)

The bones marked B12 and B13 on the photograph appear to have been on the surface of the ground, and apparently were not found with the horse bones marked B1 to B10 and B12 to B13 inclusive The rib marked B13 seems to have been cut with a saw which instrument is unknown among prehistoric North American tools It is probably very recent and cut for meat since white men came to the region The forty feet of deposit over where these specimens are said to have been found must be very recent or the objects must have been placed in the deposit recently (Har lan I Smith)

In the Stanley Avenue sewer copper was found about six hun dred feet to the north of where the bones and copper objects were found in the excavation made in 1918 by the Canadian Car and Foundry Company, Limited, in the Kaministiquia valley, Fort William, Ontario, about forty feet below the surface About 1913, a cone-shaped point made of copper, two hooks made of copper a flanged adze made of copper (marked C2 C3, C4 and C5 on photograph) and many other tools made of copper were discovered. Some of these were presented to the Thun der Bay Historical Society (Mr Peter McKellar 403 John Street, Fort William copy of letters August 18 1918 and September 5 1918)

The site is given as six hundred feet distant in same geological hori zon (Copy of McKellar diagram Mc-Kellar letter September 5 1)

The two hooks are nearly square in cross section tapering to a point at each end have small hooks at the top, the shaft is nearly straight with a turn slightly sharper than a right angle to form the hook, and an ob-tuse turn near the end of the hook and appear to have been cleaned with acid. A hole in the adze appears to have been made by the blow of a pick harder than the usual digging stroke, and may have been made after the adze was found (Harlan I Smith. November 20 1918)

At a number of places in the Kam inistiquia Valley besides in the Can adian Car and Foundry Company ex cavation the Stanley Avenue sewer Mountain Avenue and McKellar Gar dens, points for arrows tools made of copper, etc. have been found (Mr Peter McKellar 403 John Street For. William Copy of letter Sep-tember 5-1 1918)

The Thunder Bay Historical Society

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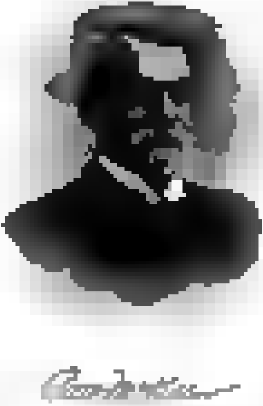
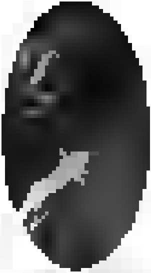
The Thunder Bay Historical Society

NINTH ANNUAL REPORT



President's Address



The [illegible]-ary Anniversary

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The Hemispheres

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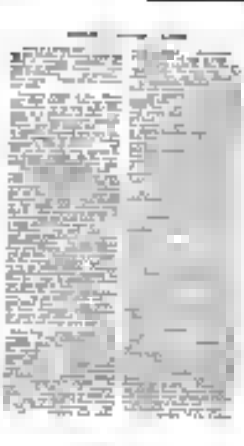
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